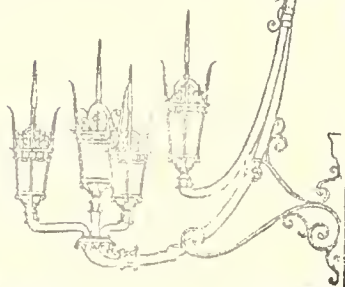


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NEIGHBORHOOD STRATEGY AREAS PROGRAM

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II. NEIGHBORHOOD STRATEGY AREAS

- A. ROXBURY/SAV-MORE
- B. FRANKLIN FIELD
- C. CHINATOWN
- D. HYDE PARK
- E. DORCHESTER

*Boston. Mayor's Office of Housing Construction
and Development.*

Prepared by Martha Goldsmith, Room 812 City Hall

A. EXECUTIVE SUMMARY

A. EXECUTIVE SUMMARY

Boston's Section 8 Neighborhood Strategy Areas Program reinforces a basic City housing policy of rehabilitation and neighborhood preservation. The areas selected for this HUD Demonstration Program are themselves "demonstration" neighborhoods for the City: they are in the Boston Plan, and are among the "Targeted Investment Areas" under the Neighborhood Improvement Program, funded by the Community Development Block Grant and the City's capital budget.

Boston's Neighborhood Strategy Areas Program is a deliverable program. The five neighborhoods selected are a manageable size, and the revitalization strategies are on a scale appropriate to need. Programs for each area have been developed mindful of both the benefits and pitfalls of concentrating resources into a neighborhood. The five proposals focus the Section 8 resources on those structures whose rehabilitation is critical to revitalization.

Below is a summary of the areas selected:

1. The Sav-More neighborhood in Roxbury, the first phase of the Boston Plan for Blue Hill Avenue: The City's Urban Development Action Grant for Blue Hill Avenue, currently under review at HUD, includes a package of housing rehabilitation and homeownership programs for Sav-More. The strategy is to use the Section 8 Program for substantial rehabilitation of the visible, vacant multi-unit structures in the area. Rehabilitation of these buildings will encourage and help to secure other investments made by property owners committed to the neighborhood, and will provide additional housing opportunities and choices. The Section 8 Program will be implemented in two phases, consistent with other programmed investment.
2. A Franklin Field neighborhood, part of the second phase of the Boston Plan for Blue Hill Avenue: This neighborhood includes a Targeted Investment Area under the Neighborhood Improvement Program and recreational areas for which private investments are underway. The strategy is to rehabilitate vacant structures and a surplus school on Blue Hill Avenue which have a negative effect on the adjacent, strong residential neighborhoods. The vacant buildings on the Avenue, visible to those who live in and pass through the corridor, are a symbol of disinvestment. Their improvement will demonstrate that positive change is underway.

3. Cleary Square in Hyde Park, a focus of revitalization efforts under the Hyde Park Boston Plan and the Neighborhood Improvement Program: Hyde Park is a district which has been "losing ground" over the last few years. Historically, a middle-class area of well-kept single family homes with a mostly white population, its racial composition and age levels have shifted significantly in the last 5 years. Public investments have been designed both to improve the physical character of the residential and business district areas and to build the confidence of property owners in the future of Hyde Park. The strategy is to provide badly-needed elderly housing, in a central location near services and shopping, to complement the ongoing investments.
4. A neighborhood in Dorchester, which is a Targeted Investment area under the Neighborhood Improvement Program: The housing stock in this neighborhood is primarily owner-occupied, 1-4 unit, unsubsidized structures. The strategy is to hold this basically sound area by using the Section 8 Program to rehabilitate a limited number of vacant masonry buildings. In addition, the City will initiate a pilot Investor-Owner Rebate Program, for rehabilitation of other rental properties in fair to good condition.
5. Chinatown and Leather District, adjacent to the newly-funded Lafayette Place Action Grant under the City's Boston Plan for Downtown: This area, already subject to development pressures from institutional and commercial interests, could become a target for speculation as a result of interest generated by the UDAG development. The strategy is to provide additional housing units to those currently living in the area in overcrowded and substandard conditions; and to save structurally sound and architecturally significant brick structures which are currently underutilized.

B. ADMINISTRATIVE STRUCTURE TO IMPLEMENT THE NSA PROGRAM

B. ADMINISTRATIVE STRUCTURE

The City's Office of Housing, Development and Construction will have primary responsibility for implementation of the Neighborhood Strategy Areas Program.

Implementation can be broken down into several components:

1. Technical assistance to interested property owners;
2. Review of specific proposals for Section 8;
3. Coordination with MHFA and HUD;
4. Implementation of the Neighborhood Strategy;
5. Relocation.

1. Technical Assistance to Interested Property Owners

Upon HUD approval of designation of Neighborhood Strategy Areas, the City will solicit proposals from interested property owners consistent with Section 881.305(a) of the Regulations. All requests for information and assistance will come to the Office of Housing, Development and Construction.

In accordance with Section 881.305(b) and (c) of the Regulations, the Office of Housing, Development and Construction will provide basic information concerning the special procedures for NSA, including:

- a. A copy of NSA Regulations;
- b. Where Minimum Design Standards for Rehabilitation of Residential Properties or HUD Minimum Property Standards or other applicable standards and regulations may be found;
- c. Requirements and information necessary to enable interested property owners to participate; and
- d. Information about how to obtain financing, mortgage insurance and other assistance available under the Neighborhood Revitalization Plan for the area.
- e. Assistance in the preparation of proposals, to the extent necessary to assure adequate

owner interest and viable proposals.

Staff of the Office of Housing, Development and Construction is knowledgeable about the Section 8 Program, preparation of applications, and HUD processing. In addition, staff will attend HUD Training Sessions later this summer.

2. Review of Specific Proposals

Proposals for Section 8 NSA units will be submitted to the Office of Housing, Development and Construction for review. This Office will solicit comments from the following departments:

- a. Mayor's Office of Public Service (Little City Halls), for community input.
- b. Office of Program Development and Boston Redevelopment Authority, for consistency with neighborhood strategy.
- c. Boston Redevelopment Authority, for financial feasibility and relocation.
- d. Public Facilities Department or Real Property, for City-owned structures.

The Office of Housing, Development and Construction will review the proposals for consistency with the NSA application and the adopted Housing Assistance Plan.

Proposals which are acceptable to the City, according to its review criteria, and which request state financing will be forwarded to MHFA with the City's comments, for review and processing in accordance with MHFA procedures.

Applications will be forwarded by MHFA to HUD for approval, in accordance with HUD Regulations and MHFA procedures. Whenever possible we urge that agency reviews occur simultaneously.

3. Coordination with MHFA and HUD

Coordination with MHFA and HUD will be handled through the Office of Housing, Development and Construction. It is anticipated that such coordination will be ongoing throughout implementation of the NSA Program.

4. Implementation of the Neighborhood Strategy

City departments and offices are structured to enable the City to plan and respond to neighborhood issues and concerns; and to deliver services in a manner responsive to the needs of the community. Short and long range planning at the neighborhood level are carried out by the Mayor's Office of Program Development and the Boston Redevelopment Authority District Planning Staff. Little City Halls across the City provide access to "City Hall," respond to neighborhood concerns, and generally function as the City's point of communication with residents. Citizen participation efforts are carried out through the Little City Halls.

Neighborhood Cabinets have been established, to improve delivery of City services. Staff of line departments* who work in the field are assigned to the Cabinets, chaired by the Little City Hall Managers. The Cabinet is a forum for coordinating delivery of services and surfacing problems.

Housing rehabilitation programs operate out of site offices. Trained Rehabilitation and Finance Specialists are in the offices to provide technical assistance and to check on repairs.

In sum, the City has established a decentralized system of service delivery for the neighborhoods, to ensure maximum ability to respond to the needs of the communities being served. In addition, there is centralized control and coordination through the Neighborhood Development Council.

The Office of Housing, Development and Construction, as the coordinating office for the Neighborhood Strategy Areas Program, is the office to contact concerning implementation of the various phases of the neighborhood revitalization plans.

5. Relocation

The Boston Redevelopment Authority's Office of Relocation will have primary responsibility for providing relocation assistance, if any should be needed. At the present time, no relocation is anticipated.

*Departments such as the Housing Inspection, Parks and Recreation, and Public Works Departments, representatives from Youth Activities Commission.

Consistent with Section 881.303 (d)(7), services will be provided to ensure that minorities, female heads of households, and low income families have the opportunity to take advantage of housing choices outside the areas of minority concentration and low income areas containing an undue concentration of persons receiving housing assistance.

C. SECTION 8 REQUEST

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<u>NEIGHBORHOOD STRATEGY AREA</u>	<u>SECTION 8 UNITS</u>		<u>UNIT TYPE</u>	<u>STRUCTURE TYPE</u>	<u>BEDROOM SIZE</u>
1. Roxbury/ Sav-More	60 HFDA 10 HFDA <u>80 HFDA</u>		elderly family family }	elevator semidetached walkup	1-br 1-br 2-br
Total:	150 HFDA 20 CITY		family	semidetached walkup	2-br -
2. Franklin Field	24 HFDA <u>54 HFDA</u>		elderly family	elevator semidetached walkup	1-br 2-br
Total:	78 HFDA				
3. Chinatown	65 HFDA 55 HFDA 30 HFDA <u>5 HFDA</u>		family family family family	walkup walkup walkup walkup	1-br 2-br 3-br 4-br
Total:	155 HFDA				
4. Hyde Park*	100 HFDA		elderly	elevator	1-br
5. Dorchester	40 HFDA 12 HFDA <u>36 HFDA</u>		elderly family family	elevator semidetached walkup	1-br 2-br 3-br
Total:	88 HFDA				

*New construction units

CITY WIDE SUMMARY

<u>UNIT TYPE</u>	<u>NUMBER</u>	<u>PERCENTAGE</u>
Elderly	224	38%
Small Family	296	50%
Large Family	71	12%
Total	<hr/> 591	<hr/> 100%

D. SCHEDULE FOR SUBMISSION OF PROPOSALS

D. SCHEDULE FOR SUBMISSION OF PROPOSALS

<u>TASK</u>	<u>DAY</u>
1. City notification of NSA's and solicitation of proposals .	1
2. Proposals submitted to the City, by neighborhood:	
a. Sav-More Phase I	30
b. Sav-More Phase II	30
c. Franklin Field	35
d. Dorchester	35
e. Chinatown	45
f. Hyde Park	60
g. Sav-More - City units	to be determined
3. City review of proposals, to be completed within 30 days. Proposals submitted to MHFA/HUD as appropriate.	
a. Sav-More Phase I	60
b. Sav-More Phase II	60
c. Franklin Field	65
d. Dorchester	70
e. Chinatown	75
f. Hyde Park	90
4. MHFA review of proposals requesting state financing (60-day review period is assumed). Submission of proposals to HUD by MHFA:	
a. Sav-More Phase I	120
b. Sav-More Phase II	120
c. Franklin Field	125
d. Dorchester	130
e. Chinatown	135
f. Hyde Park	150

All proposals requesting FHA insurance will be submitted to HUD following review by the City.

City notification of NSAs will be published within two weeks of notification by HUD of areas selected.

E. ELIGIBILITY OF AREAS SELECTED

E. ELIGIBILITY OF AREAS SELECTED

The proposed Neighborhood Strategy Areas are residential areas in which concentrated public and private investments are being, and will continue to be, carried out in a coordinated manner to achieve neighborhood revitalization. Sections IV and V of each proposal (Neighborhood Revitalization Plan and Housing Revitalization Plan) describe activities underway and planned.

The proposed Neighborhood Strategy Areas are of manageable size and condition, such that revitalization can be achieved. Revitalization plans have been developed on a scale consistent with each area's needs.

Community development and capital budget funds will continue to be targeted to the Neighborhood Strategy Areas under the City's Neighborhood Improvement Program. As in most communities, planning and programming of these funds are carried out on an annual basis. Therefore, the specific activities and funding levels for future years' programs can only be estimated.

In addition, there are several housing programs whose funds may be "targeted" to Neighborhood Strategy Areas, including: State Section 707 Rental Assistance funds, mortgage assistance under the Massachusetts Home Mortgage Finance Agency, rehabilitation funds under the federal Section 312 Loan Program. The City will be exploring the feasibility and advisability of using these programs in the Neighborhood Strategy Areas, over and above existing levels of activity.

Programs for these five "demonstration" neighborhoods will be developed and implemented on an ongoing basis over the next five years. Future investments will be designed to respond to the changing needs and character of each area. The City's policy is to strike a balance; to concentrate resources as a catalyst for revitalization, but to program resources throughout the City, to retain the fabric of the larger community.

A. ROXBURY/SAV-MORE

ROXBURY / SAV-MORE

I. INTRODUCTION

Sav-More is an inner-city, working class, minority neighborhood. A large percentage of the population are homeowners and long-term residents of the area. The housing stock is predominantly one- to four- unit structures, many of them custom-built wood frame homes and attached brick rowhouses. All indicators suggest that Sav-More is a stable community.

Sav-More is in a pivotal location with respect to revitalization of the Blue Hill Avenue Corridor: to the east is a more deteriorated residential area; to the west is a neighborhood stabilized by one of the largest residential urban renewal projects in the nation; to the south is the Grove Hall business district, which will receive concentrated investments under HUD and SBA programs; and to the north is the Dudley business district and the Crosstown Industrial Park.

The City's strategy for revitalization of the corridor is to concentrate resources in the stronger market areas first. Sav-More is one of these areas. A comprehensive reclamation and revitalization strategy has been developed for the Sav-More, Dudley, and Grove Hall areas. The City's Urban Development Action Grant proposal for Blue Hill Avenue contains a package of housing programs designed to upgrade the neighborhood. The Neighborhood Strategy Areas Program is an important part of this package. This program will be used to substantially rehabilitate the vacant, multi-unit structures in the neighborhood, thus securing the investments being made by property owners under the community development and Action Grant programs. In addition, the City is exploring ways to use this program to assist property owners of smaller buildings within the area.

II. PHYSICAL AND DEMOGRAPHIC CHARACTERISTICS

A. Physical Characteristics

Sav-More is a predominantly residential area bounded by major arterials - Dudley and Warren Streets and Blue Hill Avenue. Homeownership levels are high, owner-occupied housing conditions are generally good, and equity levels are high, since many owners have paid off mortgages. Recent surveys indicate that approximately 60% of the housing units are owner-occupied. This translates to a high percentage of homeownership in the 1-4 unit housing stock.

Recent surveys indicate that several of the larger structures are vacant; the NSA Program will concentrate on rehabilitation and use of vacant, multi-family structures. The Homesteading Program will concentrate on reuse of 1-3 unit salvageable, vacant structures.

Although there are pockets of vacant lots in the area, they are being kept clean and safe, through the Open Space Management Program. City-Owned vacant lots will be sold at public auction under a joint program between the City and the Blue Hill Avenue Commission.

HOUSING STATISTICS*

<u>Tract</u>	<u>Total Units</u>	<u>Units in 1-4 Unit Structures</u>	<u>Units in 5+ Unit Structures</u>	<u>Owner Occupied 1-4 Unit Structures</u>	<u>Total Structures (with 1-4 un</u>
802	690	558 (80.9%)	132 (19.9%)	129 (58%)	265
803	1,108	495 (44.7%)	613 (72%)	113 (68%)	166
818	1,360	1,004(73.8%)	356 (26.2%)	276 (57.4%)	481
820	1,114	822 (73.8%)	292 (26.2%)	270 (70.4%)	383
TOTAL	4,272	2,879(67.4%)	1,393 (32.6%)	788 (60.8%)	1,295
CITY-WIDE					
TOTAL	232,577	139,144(59.8%)	93,433 (40.2%)	57,140 (76.7%)	74,488

Census Tract 803 includes Orchard Park, a 774-unit family public housing project. Sav-More is approximately 70% of the census tracts listed. Most of the housing stock is in 1-4 unit buildings, providing potential for additional homeownership opportunities. Recent surveys indicate that there are approximately 885 structures in Sav-More.

* 1970 U.S. Census data.

B. Demographic Characteristics

Below is demographic information on the Sav-More neighborhood.

1970 CENSUS INFORMATION

Population

	<u>SAV-MORE</u>	<u>BOSTON</u>
Total	8,504	641,071
White	1,190 (14%)	
Other	681 (8%)	524,704 (84%)
Black	6,633 (78%)	104,707 (16%)

Age Distribution

	<u>* SAV-MORE</u>	<u>BOSTON</u>
0-19	41.5%	29.4%
20-24	8.0%	12.0%
24-44	21.7%	21.9%
45-64	17.7%	20.0%
64+	11.0%	12.8%

*Income

	<u>SAV-MORE</u>	<u>BOSTON</u>
Below		
Poverty	20.4%	11.7%
\$0-5,000	37.2%	21.8%
5,000-10,000	34.4%	34.4%
10,000-15,000	21.1%	25.7%
15,000+	7.2%	18.1%

The high percentage of persons listed as 0-19 years and as "below poverty" and with income of \$0-5,000 is due to the fact that a 774-unit family public housing project - Orchard Park - is within one of the northern census tracts. Orchard Park is not within the Neighborhood Strategy Areas, however.

55% of Sav-More's residents earned between \$5,000 and \$15,000 in 1970; this is similar to the City-wide percentage and indicates the ability of residents to own and maintain their homes.

* Information is available by census tract only. Sav-More is approximately 70% of the tracts listed.

III. CONFORMANCE WITH SITE AND NEIGHBORHOOD STANDARDS; ENVIRONMENTAL STANDARDS; FEASIBILITY OF REHABILITATION

A. Adequate Streets and Utilities

The utilities servicing the sites have been determined adequate for residential use. The City's water and sewer systems are more than ample for domestic flow. For both sanitary and storm drainage the minimum pipe diameter is 10". Private utility companies supply electricity and gas. Boston Edison provides 120 amp service on a regular basis and 200 service upon request.

A capital improvement program has been prepared which identifies street reconstruction needs. The first phase of this program is being accomplished under the Neighborhood Improvement Program (\$513,600 for 1978). The City's UDAG application outlines additional capital improvement work.

B. Compliance with Fair Housing Laws

All proposed rehabilitation sites are suitable from the standpoint of facilitating and furthering full compliance with the applicable provision of Title VI of the Civil Rights Act of 1968, Executive Order 11063, and HUD regulations issued pursuant thereto.

C. Promotion of Greater Choice of Housing Opportunities

As indicated by our surveys of building conditions and our Housing Assistance Plan, there is a substantial amount of rehabilitation needed within this neighborhood, for which the financing could not be obtained without the leveraging mechanism provided by a Section 8 commitment. It is believed that the provision of safe and sanitary assisted housing units will afford moderate and low income persons new opportunities for decent housing.

D. Environmental Conditions

The proposed sites are determined to be free from serious adverse environmental conditions as evidenced by the following:

- It is not anticipated that any of the proposed rehabilitation sites will produce any increases in the types or quantities of air emissions.
- Nor will the sites mandate any changes in transportation patterns.
- All the sites will utilize existing water and sewer systems (this should not affect the capacity of the systems).

- With the exception of construction debris, there will not be an increase in solid wastes produced by the proposed sites nor its primary users.
- Except for the rehabilitation period, the noise level will not be affected. In addition, the noise and dust impact from the rehabilitation activities will be controlled through compliance with the applicable regulations of the Boston Air Pollution Control Commission.
- The rehabilitation debris will be promptly removed to approved sites.
- Furthermore, any sites determined to be within the National Register of Historic Places and/or any site potentially eligible for the Register will be handled according to the special regulations governing such properties.

The City has programs in implementation which will address environmental problems created by abandoned buildings and vacant lots (see Neighborhood Revitalization Plan, below).

In general, there is expected to be a substantial beneficial impact of the proposed rehabilitation sites within the respective and immediate neighborhoods in terms of physical, social and aesthetic amenities.

E. Consistency with Housing Assistance Plan

The proposed NSA is an area identified in the HAP for rehabilitation.

F. Access to Services and Employment

The residential area is in close proximity to employment centers in downtown, Dudley Terminal, and Grove Hall. In addition, it is close to the City's new Crosstown Industrial Park. The Digital Equipment Corporation will be locating within the Park, and has agreed to work with the City in job training efforts. The Corporation will provide jobs to qualified local residents. Major meat processors such as Nepco (360 employees) and Colonial Provision Meats (650 employees) are located nearby on Massachusetts Avenue.

Twenty-one organizations and institutions provide services to the area; many of these services are designed to meet the needs of low-income elderly and youth. The City is investing \$275,000 of its 1978 community development funds in organizations which serve the Sav-More neighborhood. (see map.)

G. Access to Transportation

The Sav-More neighborhood is located near Dudley Station, a major transportation terminal providing access to all areas of the City. The MBTA Orange Line serves Dudley, and provides access to Boston's neighborhoods to the south, downtown, and northern neighborhoods and suburbs.

A major transportation study of the area is underway, which focuses on improvements to Blue Hill Avenue. A draft EIS is currently being prepared, which evaluates several transportation alternatives, including a new LRV (light rail vehicle or streetcar) or busway. This is part of the Boston Plan Transportation Improvement Program.

H. Relocation

There will be no relocation required. Rehabilitation will be focused on vacant structures.

I. Flood Hazard Area

The neighborhood is not located within a flood hazard area.

J. Feasibility of Rehabilitation

The majority of the structures in Sav-More do not need substantial rehabilitation. The City has developed a housing improvement strategy which will provide a full package of housing programs geared to the property owner's ability to finance rehabilitation and the level of rehabilitation required. The NSA program will allow the City to address problem multi-unit structures which cannot be treated under current programs and which inhibit the investment and confidence of resident owners.

Experience under the Housing Improvement and 312 Programs have demonstrated the willingness and ability of local residents to rehabilitate their homes. In three years of HIP and one year of 312, about 100 cases have been completed and half as many more are waiting for additional 312 funds. New programs such as Rehabilitation Advance, Homesteading, and Rebates for Investor Owners Programs, outlined in the City's pending UDAG application, will address the needs of other property owners. Many of the vacant multi-structures can be renovated under the NSA, strengthening City investment in infrastructure and home-owner investment in smaller structures.

IV. NEIGHBORHOOD REVITALIZATION PLAN

A comprehensive approach to the revitalization of the Sav-More area is a major goal of the Boston Plan for Blue Hill Avenue. The City will improve Sav-More through a variety of programs which will concentrate and target public investment to maximize private investment by homeowners and the private sector.

Other components which are part of the Boston Plan for the Blue Hill Avenue Corridor include:

- A. Industrial Development
- B. Commercial Revitalization
- C. Transportation

A. Industrial Development

Plans for the Crosstown Industrial Park are in the implementation stage. This summer, the State, with Urban Systems funds, will start construction on a \$10 million roadway providing access to the Southeast Expressway (I-93). The Digital Equipment Corporation will be locating within the Industrial Park and has agreed to provide jobs and assist in training of local residents for jobs in the Park. EDA funds have been received by the CDC of Boston for renovation of a vacant 50,000 square foot multi-story industrial structure. Other parcels are also slated for future industrial development, and the City is taking steps to assemble the land.

B. Commercial Revitalization

The City is undertaking comprehensive improvement efforts in Dudley Terminal and Grove Hall, working with local merchants. Major street construction in both these commercial centers, in the design stage, will improve access for vehicles and pedestrians. A market analysis is underway for Grove Hall, and City and local land owners are discussing development possibilities with various chain stores. The UDAG for Blue Hill Avenue will be a major leveraging device for this anticipated private investment. The roadway proposals are currently priorities for Urban Systems funds.

The City has allocated over \$120,000 from its CDBG for 1978 for police footpatrol and storefront rehabilitation rebates in Dudley.

The South Boston Savings Bank has pledged a minimum of \$350,000 for use in leveraging \$600,000 in SAB 502 loans in Grove Hall and the City is assisting local merchants in forming an LDC.

C. Transportation

The MBTA is entering the draft EIS stage for a new public transportation system for the Roxbury area. Included in the various options under analysis is a new light rail transit system or busway for Blue Hill Avenue and the maintenance of branched Orange Line Service at Dudley Terminal is a major City priority.

D. Residential Revitalization Program

The housing rehabilitation programs are described in detail in Section V. Below is a summary of the other housing related programs.

1. Orchard Park Public Housing

The City has allocated \$100,000 from its CDBG allocation in 1978 for code-related repairs. The City will seek Urban Initiatives modernization funding from HUD for major reconstruction of this development. The development is not within the NSA, and is distinct from Sav-More. However, the rehabilitation will improve the corridor generally.

2. Infrastructure Improvements

The proposed UDAG will supply funds for improvements to Sav-More's streets, street trees, sidewalks and lighting system. This will be complemented by \$513,600 in capital budget funds for the following improvements:

Copeland (Warren-Moreland St) street reconstruction	\$ 96,000
Moreland (Warren-Perrin) street reconstruction	108,000
Adams (Forest-Dudley) skimcoating and lights	19,600
Forest (Mt. Pleasant-Mt. Pleasant) skimcoating and lights	127,400
Clifford (Warren-Blue Hill Ave.) skimcoating and lights	117,600
Tupelo (Quincy-Savin) skimcoating and sidewalk reconstruction	11,400
Holborn (Warren-Blue Hill Ave.) skimcoating and lights	33,600
	<u>\$513,600</u>

3. Open Space Management Program

The City has allocated \$25,000 from community development funds to clean vacant lots in the Sav-More area. In addition, the City will accelerate its boarding and demolition program.

SAV-MORE NSA REVITALIZATION PROGRAM, EXCLUDING UDAG

<u>Activity</u>	<u>Amount</u>	<u>Source</u>	<u>Time Frame</u>
HIP	\$ 100,000	CDBG	per year
Homeownership counseling	25,000	"	per year
demo/boarding	50,000	CDBG	per year
Open Space Management	25,000	CDBG	per year
Residential Street Improvements	513,600	CITY/CDBG	1978-79
 <u>Major Arterials</u>			
New Dudley II (design)	150,000	CDBG	1978-1979
(construction)	2,600,000		1980
Blue Hill Avenue at Grove Hall	1,000,000	Urban Systems	1979
Street trees	15,000	CDBG	per year
Elderly Multi-Service Center	1,500,000	CITY	1978-1979
Human Services	275,000	CDBG	per year
Manpower	1,250,000	CETA, etc.	per year
Other (LEAA, Community Schools, Health and Hospitals)	500,000	-	per year

V. HOUSING REVITALIZATION PLAN

A. Description of the Programs

1. HIP - Owner-Occupants

The Housing Improvement Program will be available to owner-occupants of 1 to 6 family properties at the 20% level for moderate income; 40% level for low income non-elderly and 50% for the low income elderly.

- a. Average Cost of Rehabilitation: \$3,000 - \$6,000 per structure
- b. Projected Number of Participants: 133
- c. Eligibility Criteria: Owner-occupant of a 1 to 6 family structure. Moderate income owners will receive a 20% rebate, lower income owners will receive a 40% rebate, and low income elderly will receive a 50% rebate.
- d. Characteristics of Program Participants: Generally speaking, this is the first level of assistance (least expensive, highest private leverage, least bureaucratic). Homeowners who can acquire conventional financing for the total cost of the repairs or who have the savings available will participate in this program, because it is the only program where a cash rebate will be made available to the owner after satisfactory completion of the work. In addition, owners may do some of their own repairs and benefit from the additional savings.

2. HIP - Investor Owners

For the first time, HIP rebates will be available to investor owners of 1 to 6 family homes who are willing to make necessary repairs. However, only the 20% rebate will be available. Providing assistance to investors along with code enforcement is important because about 40% of the dwellings are absentee-owned. The City's goal is to assist the owners in rehabilitation.

- a. Average Cost of Rehabilitation: \$4,000 - \$6,000 per structure
- b. Projected Number of Participants: 130
- c. Eligibility Criteria: 1 to 6 family properties; no income restrictions.

- d. Characteristics of Program Participants: Roughly half of the investor owned stock does not require extensive repairs. The investors are interested in repairs if given some public assistance and the assurance, (through rehab programs and code enforcement) that other homes will also be repaired, thereby increasing market values.

The advantage of this program to property owners is that they can use sweat equity. Under the Section 312 Program, owners have to pay the higher prices of general contractors. In addition, these owners have sufficient credit and property equity to undertake repairs.

3. Section 312 Loans

This program will be made available to homeowners and investor-owners primarily for a middle to major level of rehabilitation. The low interest (3%) and long-term (up to 20 years) significantly reduces the monthly loan payment.

- a. Average Cost of Rehabilitation: \$8,000 - \$12,000 per structure
- b. Projected Number of Participants: 230
- c. Eligibility Criteria: Investors and owner-occupants, income limits; priority given to low to moderate income persons if adequate funding not available.
- d. Characteristics of Program Participants: Owners must be "bankable" with relatively good credit standing. Equity in property also helps.

4. Rehabilitation Advance

This program is geared to those property owners who cannot afford to rehabilitate their property even utilizing that assistance available under ongoing programs. An advance - cash grant disbursed as repairs are performed - will be used to subsidize some or all repairs to bring the house up to code. If the owner sells his property within 5 years of performing repairs, he must reimburse the City for a portion of the advance.

- a. Average Cost of Rehabilitation: \$5,000 - \$10,000 per structure (maximum advance of \$7,500 will be allowed)
- b. Projected Number of Participants: 165

- c. Eligibility Criteria: Owner-occupied, one to six-family structures. Owner must not be able to get work accomplished through HIP or 312 and must have income of less than 80% of median for SMSA. In addition, the owner must have at least one loan denial letter from bank.
- d. Characteristics of Program Participants: The owners, as previously discussed, are not capable of handling high cost of repairs. Counseling by Office of Housing and local non-profits will be offered in such areas as money management and energy conservation.

5. Homesteading

Building on our past success with the Urban Homestead Program in other neighborhoods of the City, a similar program has been designed for Sav-More.

Under the proposed Urban Homestead Program, up to 30 vacant and salvageable properties will be rehabilitated and sold to homesteaders. The purpose of the program is to upgrade the neighborhood by saving abandoned properties and to provide new homeownership opportunities. We have already received commitments from 16 lending institutions to share in writing permanent mortgages for these properties. In addition, MGIC has agreed to provide mortgage insurance for the properties.

- a. Average Cost of Rehabilitation: \$30,000 per structure
- b. Number of Structures: 30

6. Mortgage Incentive Program

This proposed program is to attract new, "bankable" homebuyers to Sav-More and to support their choice during the critical first five years of homeownership. Using UDAG dollars, we will offer a direct incentive to prospective homebuyers who choose to buy a home in Sav-More rather than in another part of the City or elsewhere in the metropolitan area. The outcome is that Sav-More is a more attractive neighborhood in which to buy.

UDAG funds will be used to write down the interest costs on a new mortgage, down to what the owner would pay on a 5% mortgage of similar value. The interest write-down will be in effect for the first five years of the mortgage. Local banks have agreed to participate in this program.

- a. Projected Number of Participants: 50

7. Exterior Paint Program

A CETA and Project "YES" funded exterior paint program will commence in Sav-More this summer. Under the program, participants in HIP and 312 will be eligible for a free painting of their home. They must purchase the paint. The paint program will serve as an inducement for owners to participate in other rehabilitation programs.

B. Building Conditions Analysis

The following table presents an analysis of the building conditions in Sav-More. This is based on a recent survey of structures.

<u>Property Condition</u>	<u>Number of Structures</u>	<u>Number of Units</u>	<u>Approx. Rehab Cost (per structure)</u>
Excellent	177	447	0 - \$4,000
Good	440	997	\$4,000 - \$8,000
Fair	181	388	\$8,000 - \$12,000
Poor	80	187	\$12,000 - \$20,000
Marginal	7 885	11 2,230	\$20,000 - or Demo

Excellent Condition: These structures require minimal or no rehabilitation. Eligible owner-occupants can use the Housing Improvement Program, and eligible investor owners can use the Investor-Owner Rebate Program to help finance repairs. Those buildings which have been improved through HIP and Section 312 are included in this category.

Good Condition: Several housing rehabilitation programs can be used to rehabilitate these structures, depending upon the status of the property owner. Owner-occupants can seek assistance under HIP, Rehabilitation Advance, and Section 312. Investor-owners can seek assistance under the Investor-Owner Rebate Program and Section 312.

Fair Condition: These structures are in need of several repairs of major or minor nature, to bring them up to code. The Section 312 Program is the one which will prove most helpful to owners of these structures, but the rebate programs can also be utilized.

Poor Condition: These structures are in need of major repairs, and many of these structures may be vacant. If vacant, these structures may be rehabilitated under the Homesteading Program or Section 8 NSA. Otherwise, the Section 312 Program can be used, to provide a long-term, low-interest loan.

Marginal: It is anticipated that most of these structures will be demolished.

Local banks have expressed commitment to participate in the City's housing programs, by writing home improvement loans and mortgages.

C. Past Program Activity

The following table presents information on housing rehabilitation which has occurred under the City's Housing Improvement Program and Section 312 Loan Program in Sav-More.*

Housing Improvement Program

Completed Cases	31
Cases In Progress, Expected to Complete	<u>67</u>
TOTAL	98 ==

Average Cost of Repairs: \$5,500 per structure

Section 312 Loan Program

Completed Cases	11
Cases In Progress, Expected to Complete	<u>40</u>
TOTAL	51 ==

Average Cost of Repairs: \$10,000 per structure

* April, 1978.

D. Market Values and Rent Levels for Housing in Sav-More

According to Boston Redevelopment Authority Research Department analysis of recorded sales transactions in 1975, the average market values for homes in the Roxbury area including the Neighborhood Strategy Area and the Washington Park Urban Renewal Area were:

	<u>1-family</u>	<u>2-family</u>	<u>3-family</u>
NSA:	\$ 6,500*	\$13,200	\$14,700
CITY:	24,805	23,937	20,267

According to realtors in the area who rent units in the 1 to 4 unit housing stock, rentals range from \$140 to \$180 per month for a five room apartment. Heat is not included in rent. Rents in the southern portion of Sav-More are generally higher than rents in the northern section.

*This figure may be inaccurate due to sales of HUD and City-owned properties and private sales.

E. Section 8 Request

The Section 8 request is divided into three parts:

Phase I: 100 units of family and elderly housing for the area bounded by Dudley Street on the north and Waverly Street on the south; Warren Street on the west, and Blue Hill Avenue on the east.

Phase II: 50 units of family and elderly housing for the area bounded by Holborn Street to the north, Brunswick Street to the south; Warren on the west, and Blue Hill Avenue on the east.

Phase III: 20 units of family housing tentatively set aside for interested property owners throughout the neighborhood.

The Phase I neighborhood includes residential streets with well-maintained housing and a few vacant, multi-unit structures which are a blighting influence. The Sarah Baker School, now surplus, is also in this area. Section 8 will help to secure the private investments being made by property owners in this area.

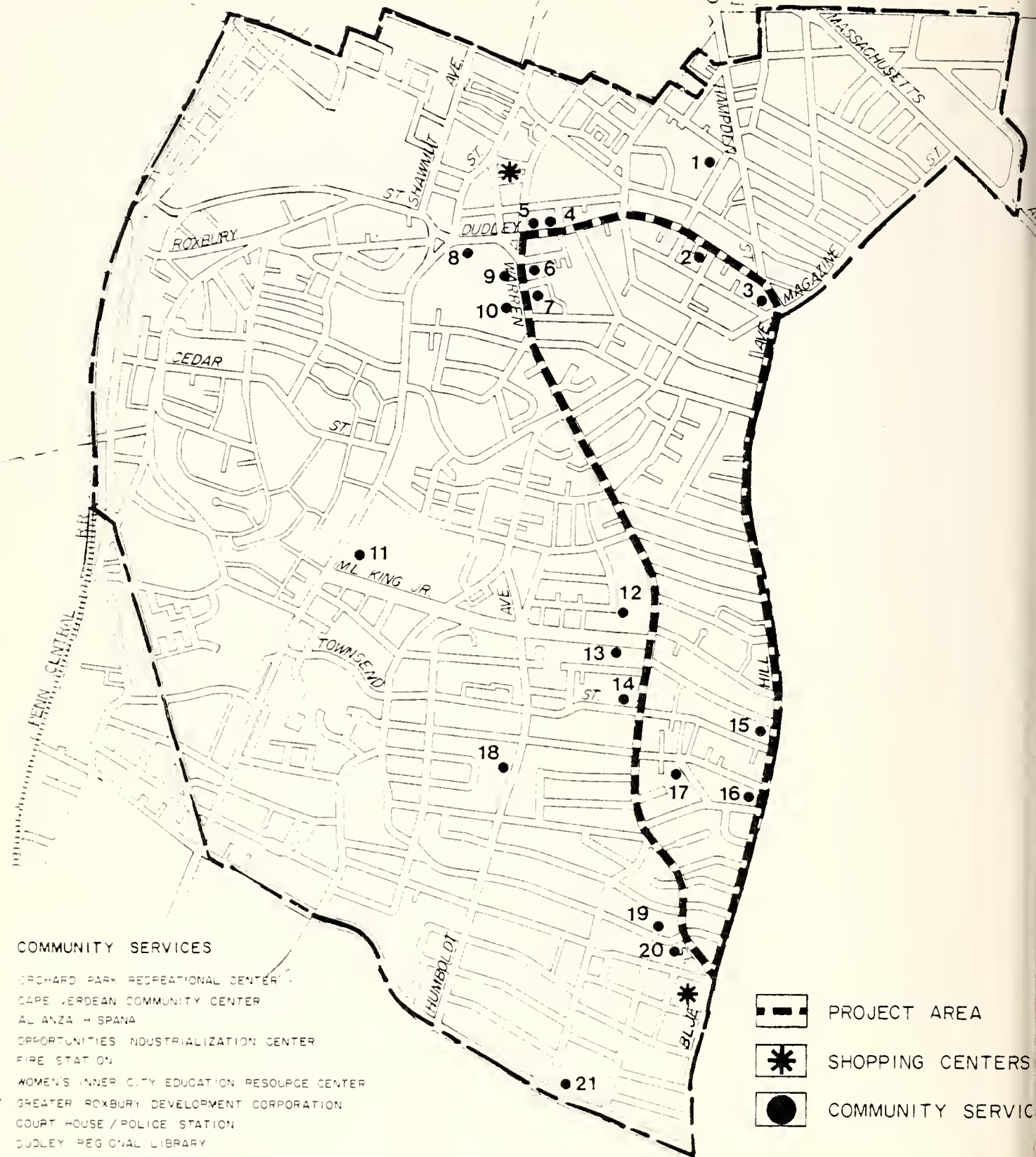
The Phase II neighborhood includes scattered vacant brick buildings on Intervale and Brunswick Streets, and two old hotel structures on Holborn Street. Rehabilitation and occupancy of these structures is important to hold this area. Without Section 8 funds, increased abandonment and demolition could occur. Section 8 funds, in conjunction with the UDAG and CDBG programs, will revitalize this section of Sav-More.

Phase III units, tentatively for interested property owners, will be made available throughout the area. Proposals for these units will not be accepted unless and until satisfactory administrative and management procedures can be developed. The City is reluctant to propose direct HUD-Property Owner contracts for these Section 8 units because of the burdens on owners and the implied lack of technical assistance and counseling over the term of the contract. Thus, the City is exploring other avenues, primarily a HUD-PHA or HUD-State DCA contract, with a subcontract to a qualified management company. Phase III units will assist those property owners whose buildings need gut rehabilitation and who choose not to use the Section 312 Program.

VI. CITIZEN PARTICIPATION

The City has been working closely with the Blue Hill Avenue Commission in the development of the neighborhood strategy in general and the NSA Program in particular.

The Commission will continue to be involved during the implementation phase of the Neighborhood Strategy and the Section 8 Program. The Housing Committee of the Commission will work closely with City housing staff in carrying out neighborhood revitalization.



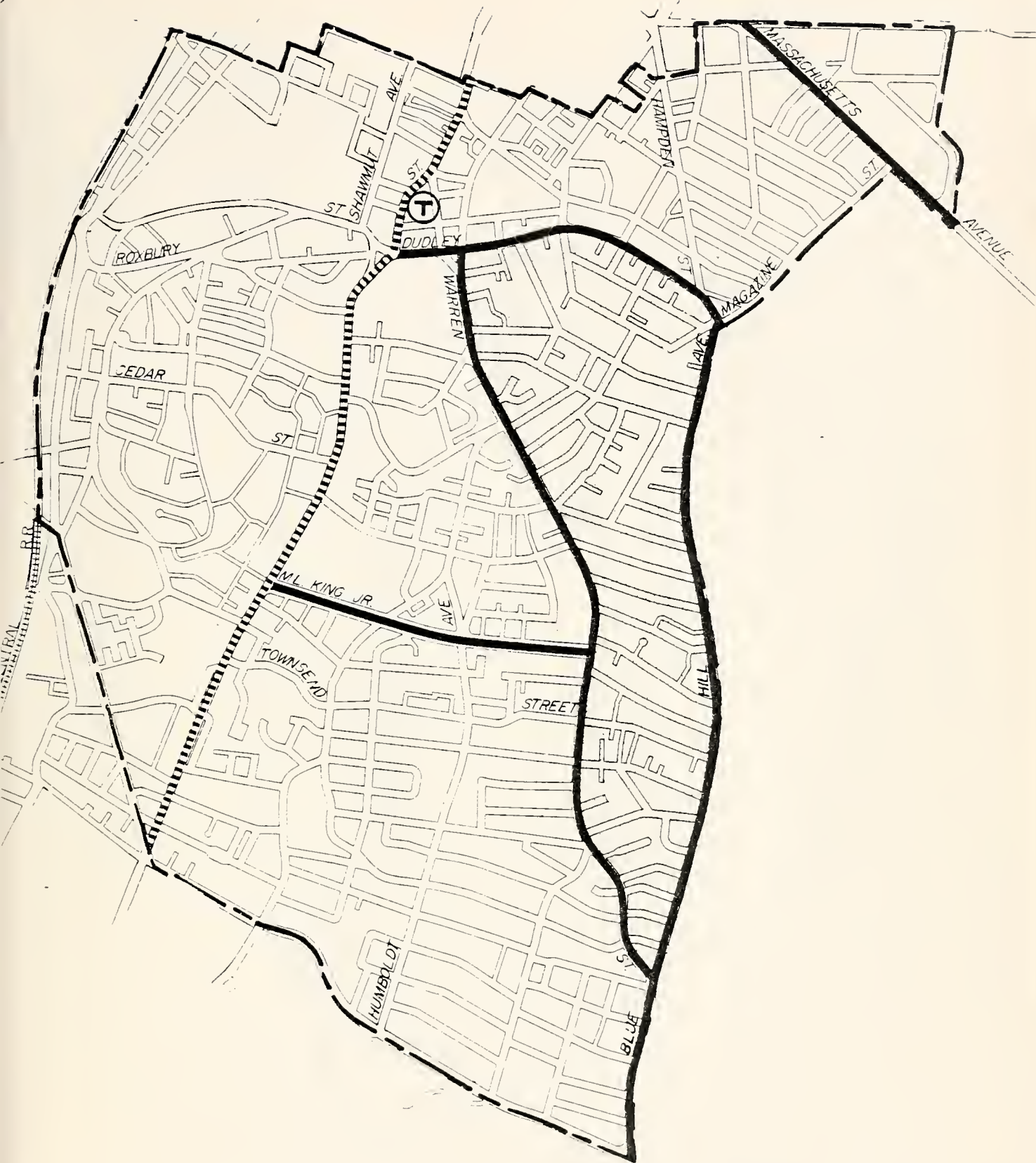
COMMUNITY SERVICES

- 1 ORCHARD PARK RECREATIONAL CENTER
- 2 CAPE VERDEAN COMMUNITY CENTER
- 3 AL ANZA H SPANA
- 4 OPPORTUNITIES INDUSTRIALIZATION CENTER
- 5 FIRE STATION
- 6 WOMEN'S INNER CITY EDUCATION RESOURCE CENTER
- 7 GREATER ROXBURY DEVELOPMENT CORPORATION
- 8 COURT HOUSE / POLICE STATION
- 9 DUDLEY REG OVAL LIBRARY
- 10 ROXBURY BOYS CLUB
- 11 WASHINGTON PARK RECREATION CENTER
- 12 COUNCIL OF ELDER
- 13 ROXBURY YMCA
- 14 ROXBURY COMPREHENSIVE HEALTH CENTER
- 15 ROSA PARKS DAY CARE CENTER
- 16 ROXBURY MULTI-SERVICE CENTER
- 17 WOMEN'S IMPROVEMENT LEAGUE
- 18 TROTTER SCHOOL AND PLAYGROUND
- 19 FREEDOM HOUSE
- 20 GROVE HALL BRANCH LIBRARY
- 21 ELMA LEWIS SCHOOL OF FINE ARTS

- PROJECT AREA
- SHOPPING CENTERS
- COMMUNITY SERVICE

PROPOSED PROJECT, SHOPPING & COMMUNITY SERVICES



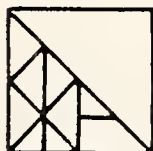


PROPOSED PROJECT AND ACCESS

PROJECT AREA

ARTERIAL ST. & BUS ROUTE

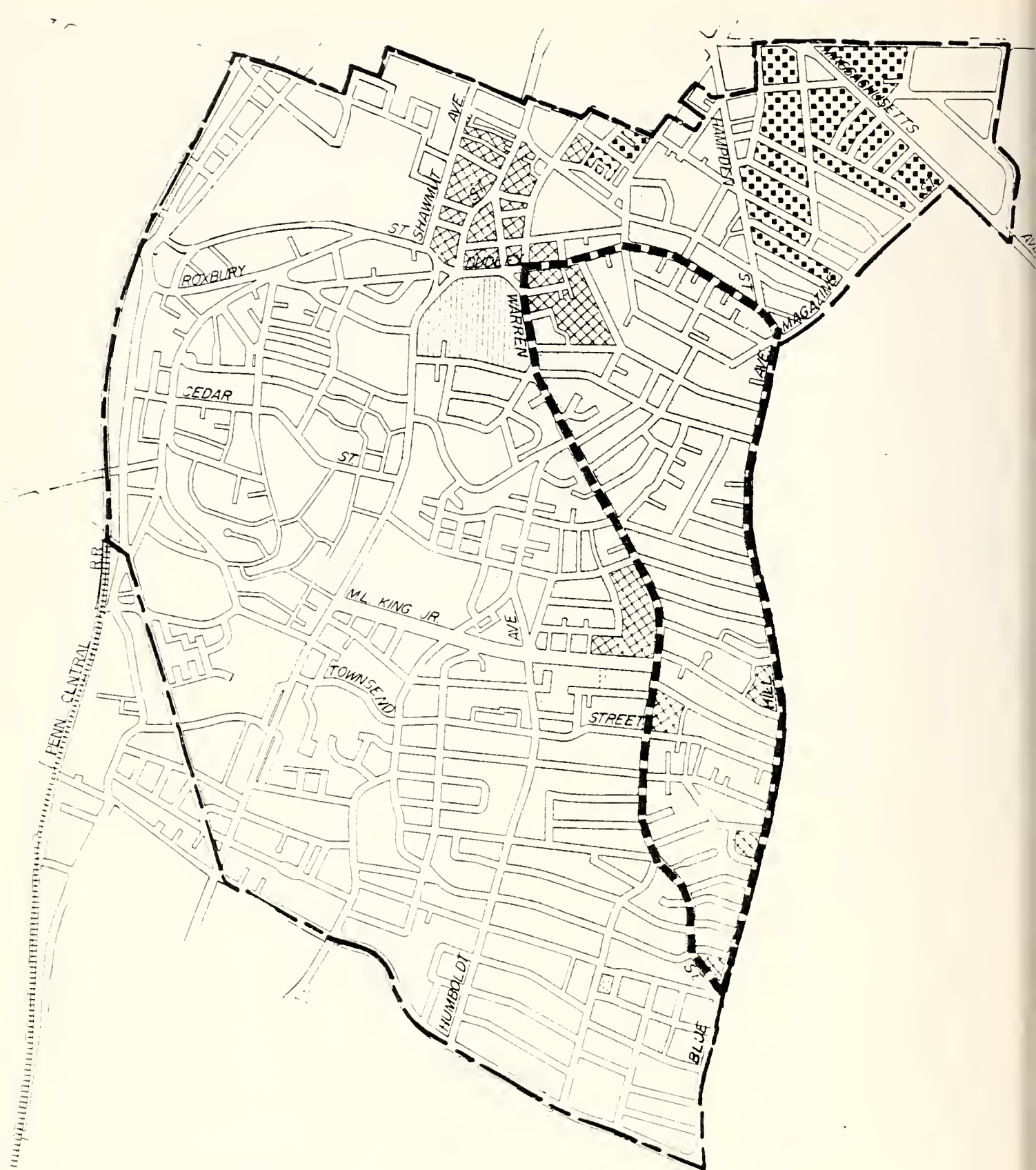
RAPID TRANSIT








ROXBURY/SAV-MORE

0 600 1200 2400 FEET

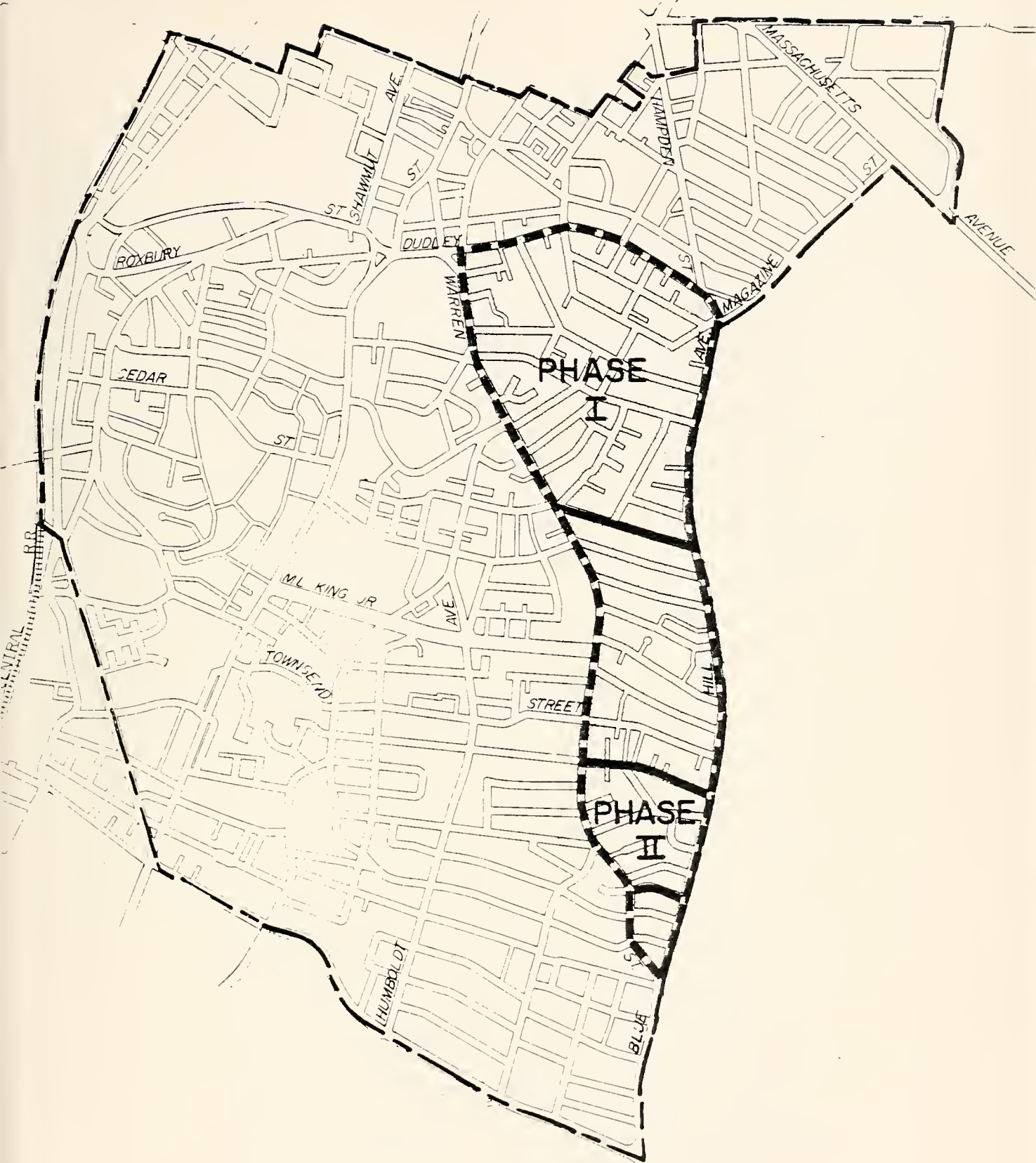




-  PROJECT BOUNDARY
-  RESIDENTIAL
-  COMMERCIAL
-  INSTITUTIONAL
-  INDUSTRIAL

PROPOSED PROJECT & GENERALIZED LAND USE

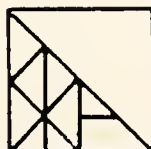




LOCATION OF N.S.A.

PROJECT AREA

PROJECT BOUNDARY



ROXBURY/SAV-MORE

0 600 1200 2400 FEET



B. FRANKLIN FIELD

FRANKLIN FIELD

I. INTRODUCTION

The proposed Neighborhood Strategy Area in Franklin Field is located on Blue Hill Avenue near the Franklin Field Tennis Center and Franklin Park. The area includes a sound residential neighborhood which is a Targeted Investment Area under the Neighborhood Improvement Program, and is adjacent to a public housing project for which State Pilot Modernization funds have been requested for major capital and management improvements. The proposed Neighborhood Strategy Area is within Phase II of the City's Boston Plan for Blue Hill Avenue.

The City's strategy is to use the Section 8 program for rehabilitation of vacant, boarded structures on Blue Hill Avenue and conversion of a surplus school which has been vacated. Rehabilitation of these structures will help to stabilize and upgrade the adjacent residential areas which are adversely affected by the blighting influence of abandonment on Blue Hill Avenue. Rehabilitation of these buildings will secure and encourage the ongoing and proposed public and private investments in the area. In addition, rehabilitation of these buildings which are so visible to those who live in and drive through the area will be a significant statement of commitment to revitalization.

II. DEMOGRAPHIC AND PHYSICAL CHARACTERISTICS

A. Demographic Characteristics

The following data is for census tracts 924 and 1003. This area is larger than the NSA, and includes a major public housing project not included in the NSA.

Racial Composition

White	15%
Black	84%
Other	1%
Total	100%

<u>Age</u>	<u>Number</u>	<u>% Total</u>
0-19 years	3512	47%
20-24 years	684	9
24-44 years	1961	26
45-64 years	904	12
65+ years	428	6
Total Population	7489	100%

<u>Family Income</u>	<u>% Total</u>
\$ 0-5000	39%
\$ 5-10,000	35
\$10-15,000	18
\$15,000+	8
	100%

The high percentage of persons 0-19 years and with family incomes under \$5000 can be attributed to the family public housing project. The age and income distribution of the population within the NSA is closer to distributions for the City as a whole.

B. Physical Characteristics

The proposed NSA contains a strong residential neighborhood (McClellan-Bradshaw), comprised primarily of 1 to 4 unit owner-occupied structures, many of which are large, custom-built wood frame houses. These buildings are structurally sound, but in need of rehabilitation. Section V contains information about housing rehabilitation programs for this neighborhood.

The proposed NSA is near the Franklin Field public housing project. The Boston Housing Authority has applied for State Pilot Modernization funds for physical and management improvements to the project.

The proposed NSA is adjacent to the Franklin Field Tennis Center and Franklin Park, both attractive, much-used recreation areas. (The Tennis Center is privately owned.) Investments have been made, and will continue to be made to maintain and to upgrade these facilities.

The proposed NSA is adjacent to Boston State Hospital, a 150 acre area soon to be declared surplus by the State. State and City officials are working together to develop plans for reuse of this land which has great potential for a variety of uses providing a major opportunity for this part of the City.

The following housing statistics are for the Target Investment Area and the Neighborhood Strategy Area.*

	<u>Number</u>	<u>Percentage</u>
Total Number of Units	1866	
Units in single family structures		4%
Units in 2-4 unit structures		61%
Units in 5+ unit structures		35%
Number of units Owner-Occupied	316	17%

The single family homes and many of the 2-4 unit structures are owner-occupied.

The NSA contains primarily 1-4 unit structures. Recent surveys by the Office of Housing indicate that there are approximately 122 residential structures in the NSA.

* 1970 Census data for census tracts 924 and 1003. This data is for an area which is larger than the NSA, and which includes public housing. The housing stock in the NSA is predominantly 1-4 unit structures.

III. CONFORMANCE WITH SITE AND NEIGHBORHOOD STANDARDS: ENVIRONMENTAL STANDARDS. FEASIBILITY OF REHABILITATION

A. Adequate Streets and Utilities

The utilities servicing the sites have been determined adequate for residential use. The City's water and sewer systems are more than ample for domestic flow. For both sanitary and storm drainage the minimum pipe diameter is 10". Private utility companies supply electricity and gas. Boston Edison provides 120 amp service on a regular basis and 220 service upon request. Street reconstruction, including sidewalks and new street lighting have been a high priority within the City's Capital Improvement Program over the last eight years. Future commitments are outlined in Section IV.

B. Compliance with Fair Housing Laws and Procedures

All proposed rehabilitation sites are suitable from the standpoint of facilitating and furthering full compliance with the applicable provisions of Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Executive Order 11063, and HUD regulations issued pursuant thereto.

C. Promotion of Greater Choice of Housing Opportunities

Although there is a seemingly high proportion of subsidized housing within the Franklin Field area, there is a need and demand for such housing. As indicated in our Housing Assistance Plan, there is a substantial amount of rehabilitation needed within these neighborhoods for which the financing could not be obtained without the leveraging mechanism provided by a Section 8 commitment. It is believed that the provision of safe and sanitary assisted housing units will afford moderate and low income people the opportunity for decent housing.

D. Environmental Conditions

The proposed sites are determined to be free from serious adverse environmental conditions as evidenced by the following:

- It is not anticipated that any of the proposed rehabilitation sites will produce any increases in the types or quantities of air emissions.
- The sites will not require any changes in transportation patterns.
- The sites will utilize existing water and sewer systems (this should not affect the capacity of the systems).
- With the exception of construction debris, there will not be an increase in solid wastes produced by the proposed sites not its primary users.

- Except for the rehabilitation period, the noise level will not be affected. In addition, the noise and dust impact from the rehabilitation activities will be controlled through compliance with the applicable regulations of the Boston Air Pollution Control Commission.
- Any sites determined to be within the National Register of Historic Places and/or any site potentially eligible for the Register will be handled according to the special regulations governing such properties.

In general, there is expected to be a substantial beneficial impact of the proposed rehabilitation sites within the respective and immediate neighborhoods in terms of physical, social and aesthetic amenities.

E. Consistency with Housing Assistance Plan

The target neighborhood is within the general locations specified for assisted housing in the approved HAP. All sites comply with applicable conditions in the HUD-approved HAP for Boston.

F. Access to Services, Employment

There is easy access to services located in the Franklin Field area. (See map.) The site is adjacent to the Harvard Health Center, the Lena Park Community Center, the Franklin Field Little City Hall. There are shopping areas nearby in Mattapan Square and Grove Hall. The site is in the midst of recreation facilities.

There is easy access to employment via public transportation and major arterials.

G. Access to Transportation

There are bus routes along Blue Hill Avenue, Talbot Avenue, Morton Street, and Seaver Street which connect to the subway system (see map) leading into the downtown and out to suburban areas.

In addition, Blue Hill and Talbot Avenues, and Seaver and Morton Street are major arterials which provide access to areas of employment and services in the greater Boston area.

H. Relocation

The buildings proposed for the NSA Section 8 units are vacant. Therefore, there is no need for relocation.

I. Flood Hazard Area

The site is not within a flood hazard area.

J. Feasibility of Rehabilitation in the Area

Given the assistance available under the City's Community Development Block Grant Program, rehabilitation of structures is feasible. Property owners have indicated their desire to participate in housing rehabilitation programs. Those who were unable, for financial reasons, to participate in the Housing Improvement Program, will be able to afford a low-interest loan under the Interest Reduction Program. (See Section V for more information). Banks have already indicated their willingness to work with the City and to provide financing under the Interest Reduction Program.

IV. NEIGHBORHOOD REVITALIZATION PLAN

The following is a summary of the revitalization plans for the Franklin Field NSA.

A. Past Neighborhood Improvements

Over the past five years, the City has made several major capital investments in Franklin Field.

Construction of the Lee Community School	\$8,000,000
Reconstruction of playfields in Franklin Field	525,000
Construction of new fire station	<u>750,000</u>
Total	\$9,275,000

In addition, the City funds social service, recreation, and adult education programs at the Lee School.

The City has allocated community development funds to capital improvements at the Franklin Field and Franklin Hill housing projects. Vacancy crews restored more than 100 vacant apartments in the Franklin Field development. Both the Franklin Field elderly housing development and the Franklin Hill family development received funding for capital improvements totaling \$275,000.

Past private investment in the Franklin Field Tennis Center includes:

<u>Activity</u>	<u>Funds</u>
Refinish outdoor courts	\$ 50,000
Construction of Tennis Field House with 4 interior courts	\$350,000
Exterior parking	\$ 10,000
Construction of additional Field House with 4 interior courts	<u>\$200,000</u>
Total	\$610,000

B. Current Investment Program

1. Capital Improvements

The community development activities planned for the area just north of the Franklin Field Tennis Center include installation of high intensity street lighting, street repair and reconstruction, and sidewalk improvement. To reduce fear of crime, an intensive street lighting project will be undertaken in the target areas along with other capital improvements.

Also, warning signal lights and bumps will be added to Glenway Street to not only control traffic flow and cut down on accidents, but also to slow traffic traveling through this quiet residential neighborhood.

CAPITAL IMPROVEMENTS

New Street Lighting

Harvard Street	\$162,000
Bernard Street	126,000
McClellan Street	108,000
Kingsdale Street (Wales-Bernard)	72,000
Glenway Street (Bradshaw-Harvard)	90,000
Street Reconstruction, Abbott Street	60,000
Sidewalk Reconstruction, Nightingale St. (Wales-Bernard)	24,000
Signalization and Bumps, Glenway Street	60,000
Skimcoat, Old Road	4,800
	<u>\$706,800</u>

2. Vacant Properties Program

The City's boarding and demolition program, and its Victory Garden and Open Space Management Programs will be focused on the NSA.

Open Space Management	\$ 60,000
Victory Garden	10,000
Demolition and Boarding	208,500*
	<u>\$278,500</u>

Under the Victory Garden Program, community groups are given a physically-improved plot of City-owned land for gardening. Plots are selected by the community, the ERA neighborhood planner, and the Little City Hall manager based on site and location.

Under the Open Space Management Program, large tracts of private and City-owned vacant lots are improved and maintained. This minimizes the blighting influence of the lots, and reduces environmental and safety hazards. The City maintains the land while working with residents, banks, and developers to plan appropriate new uses for the tracts.

* For the entire Franklin Field area.

3. Franklin Park Zoo

The State will break ground this summer on a \$32 million program for the Franklin Park Zoo. The City has received a \$400,000 Bureau of Outdoor Recreation grant for improvements to the Park's Scarboro Pond area. \$165,000 of City capital budget funds will be used to improve the clubhouse. Last year, the City spent \$700,000 in CETA funds for various reclamation projects in the Park area. And the City is seeking State Highway funds to improve interior roads.

4. Transportation

The City has completed detailed Urban Systems Engineering plans on Blue Hill Avenue from Grove Hall to Talbot Avenue. Improvement of this section of the corridor is a priority for Urban Systems funds, and may entail up to \$4 million in construction costs.

The MBTA is entering the draft EIS stage for a new public transportation system for the Roxbury area. Included in the various options under analysis is a new light rail transit system or busway for Blue Hill Avenue and the maintenance of branched Orange Line Service at Dudley Terminal is a major City priority.

FRANKLIN FIELD
PAST PUBLIC INVESTMENTS*

	<u>1975</u>	<u>1976</u>	<u>1977 Projected</u>
<u>DEMOLITION</u>			
Total Structures Demolished	50	85	66
Total Cost	\$11,696	\$260,585	\$191,400
<u>OPEN SPACE MANAGEMENT</u>			
CDBG			\$100,000
CETA (total program allocation)			\$530,000
(job training program)			(50 slots)
<u>VACANT LOTS PROGRAM</u>			
Victory Gardens			
Total Number		1	
Total Cost		\$ 13,000	
REVIVAL			
Total Number		1	
Total Cost		\$ 1,300	
<u>PUBLIC HOUSING</u>			
Franklin Hill	\$180,000		\$137,500
	(Federal Modernization)		
Franklin Field		\$153,000	\$137,500
		(State Modernization)	
<u>SPECIAL</u>			
Lena Park - Homesteading			\$100,000
<u>HEALTH</u>			
	\$226,511	\$ 90,000	\$ 90,000
Charles Drew			
Harvard Street			
<u>COMMERCIAL AREA INVESTMENTS</u>			
Footpatrol			\$ 48,000
**Business District Specialist		\$ 31,000	\$ 7,000
Lighting/Capital Improvement			

* Community development funds, unless specified.

** Business Specialist is shared for Mattapan/Franklin Field.

SOCIAL SERVICE AGENCIESFRANKLIN FIELD

<u>NAME OF ORGANIZATION</u>	Lena Park Community Development Corp.	Harvard Community Health Center	Charles Drew Family Life Center
<u>ADDRESS</u>	150 American Legion Highway, Dorchester, 02124	395 Blue Hill Ave. Dorchester, 02124	632 Blue Hill Ave. Dorchester, 02121
<u>SERVICES OFFERED</u>	-child care -exercise, recreation -drug program -mental health -health care -housing counseling -after school	-health care -social service	-health care -social service -mental health -dental care -speech, hearing and language -hematology -urine analysis -lab testing

CURRENT INVESTMENTS

<u>Activity</u>	<u>Source</u>	<u>Time-Table 79-83</u>	<u>Funds Available 78-79</u>
I. <u>OPEN SPACE</u>			
Open Space Management*	CDBG	each year	\$ 60,000*
II. <u>HOUSING</u>			
HIP*	CDBG	each year	\$ 280,000
Franklin Hill Public Housing	CDBG	78-79	\$ 30,500
Franklin Field Public Housing	CDBG	78-79	\$ 165,000
Franklin Field Elderly Housing	CDBG	78-79	\$ 40,000
Lena Park Homesteading	CDBG	78-79	\$ 127,000*
Interest Reduction Project*	CDBG	78-79	\$ 100,000*
Demolition & Boarding*	CDBG	each year	\$ 208,500
III. <u>NEIGHBORHOOD IMPROVEMENTS*</u> (streets & sidewalk)	CDBG/CB	each year	\$ 148,000*
IV. <u>HUMAN SERVICES</u>			
Area II Home Care	CDBG	78-79	-\$ 20,000
Senior Shuttle	CDBG	78-79	-\$ 17,000
V. <u>BUSINESS DISTRICTS</u>			
BHAC/OPD Planner	CDBG	78-79	\$ 14,000
Security Patrol	CDBG	78-79	\$ 27,000
IV. <u>CONCENTRATED INVESTMENT AREA</u>			
-Lena Park Housing Renovation Project	CDBG	78-79	\$ 127,000
-Interest Reduction Incentive Project	CDBG	78-79	\$ 100,000
-Open Space Management	CDBG	78-79	\$ 60,000

* Located in the Target Investment Area

<u>Activity</u>	<u>Source</u>	<u>Time-Table 79-83</u>	<u>Funds Available 78-79</u>
IV. (continued)			
-Victory Garden	CDBG	78-79	\$ 10,000
-New street lighting	City	78-79	\$ 558,000
-Street Reconstruction	City	78-79	\$ 60,000
-Sidewalk Reconstruction	City	78-79	\$ 29,000
-Signalization	City	78-79	\$ 64,800
VI. <u>GENERAL</u>			
-Urban systems	U.S. D.O.T.		
-Franklin Park Zoo	State Regional & private		\$32,000,000
-B.O.R. (Franklin Park)	B.O.R.		\$ 400,000

V. HOUSING REVITALIZATION PLAN

A. Housing Rehabilitation

The Housing Improvement Program operates in the entire Franklin Field area, providing 20%, 40%, and 50% rebates for low and moderate income homeowners. The focus of the housing rehabilitation programs is on the McClellan-Bradshaw and Lena Park Homesteading areas. The pilot Home Improvement Loan-Interest Reduction Program will be operating in McClellan-Bradshaw; and the Homesteading Program will continue in the Lena Park area.

1. Interest Reduction Program

\$100,000 has been allocated under the community development program for a pilot Interest Reduction Program. The purpose is to provide rehabilitation incentives and assistance to owner-occupants who have applied to participate in the Housing Improvement Program but have been unable to afford the cost of repairs given the modest level of subsidy.

As stated above, the McClellan-Bradshaw area is characterized by large, custom-built, structurally sound wood frame houses, many of which are owner-occupied.

It is anticipated that approximately 20 structures will be rehabilitated under this program during its first year of operation. It is projected that the program will continue to operate as long as there is demand for low-interest home improvement loans (3-5 years). Up to 100 structures may be rehabilitated under this program over a 5-year period.

2. Homesteading

The Homestead Program began in 1976 under the community development program. The purposes of the program are to utilize abandoned, salvageable housing and to provide new homeownership opportunities. The Lena Park Community Center provides housing counseling, in addition to the Homestead Program.

A total of 16 properties will be rehabilitated and sold to Homesteaders over the next two years.

3. Housing Improvement Program

The Housing Improvement Program has been operating in Franklin Field, providing 20%, 40%, and 50% loans to eligible homeowners. Below is a summary of activity to date.

MC-CLELLAN - BRADSHAW, HOMESTEAD AREA

<u>FRANKLIN FIELD</u>	<u>MC-CLELLAN - BRADSHAW</u>	<u>HOMESTEAD AREA</u>
Active cases	407	24
Expected to Complete		15
Completed Cases	210	11
		8

			15
TOTAL	617	35	23
% Eligible Structures		23%	
Total # Eligible Structures	2,650		
Avg. Cost of Repairs	\$4,800	\$5,000	\$7,300

Over the past three years, 58 cases have been (or will soon be) completed in the McClellan-Bradshaw and Homestead areas. Future participation is expected to increase for several reasons:

1. During the first year of the program, only the 20% rebate was available. Many homeowners could not afford to participate in the program.
2. The 40% rebate for certain repairs was added to the program in the second year, but the program was not well publicized and, hence, many eligible owner-occupants did not know about the program.
3. The income limits for eligibility will be "tightened up" in future years, to target funds to lower-income homeowners.
4. Homeowners will be more willing to improve their property in the future, because of the additional public and private investments being made in the target area.

Thus, the City projects that 25 structures will be rehabilitated each year over the next 5 years, or a total of 125 structures. The average cost of repairs is expected to remain at approximately \$5000- \$7300.

MC-CLELLAN - BRADSHAW: FIVE YEAR PROJECTION

HIP	75
Interest Reduction	<u>80</u>
Total Structures Rehabed	<u>155</u>

LENA PARK HOMESTEAD AREA: FIVE YEAR PROJECTION

HIP	50
Homesteading	<u>16</u>
Total Structures Rehabed	<u>66</u>

A. Public Housing

Community development funds have been earmarked for the Franklin Field Housing Projects.

Franklin Hill Public Housing

Interior security, doors, refill
spray pool, tot lot

\$ 30,500

Franklin Field Public Housing Landscaping and Tot Lots	165,000
Franklin Field Elderly Housing Brick Wall along Westview Street	<u>40,000</u>
	\$235,500

In addition, special State Pilot Modernization funds are being sought for the Franklin Field Housing Project.

The goal of the proposed State Pilot Project Program is to make the Franklin Field development a safe, sanitary and decent living environment for all current and future residents. Components of the Pilot Program include:

1. Security
2. Minor renovation program
3. Exterior building and site improvements
4. Recreation and social services
5. Tenant management

BUILDING CONDITIONS SURVEY

The office of Housing conducted a building conditions survey in May 1978, to evaluate the condition of all residential structures within the Neighborhood Strategy Area. Results are summarized below:

<u>CONDITION</u>	<u>RESIDENTIAL STRUCTURES</u>
Excellent Condition Avg. \$500/Unit repair	21
Good Condition Avg. \$2000/unit repairs	56
Fair Condition Avg. \$5000/unit repairs	35
Poor Condition Avg. \$8000/unit repairs	7
Demolition	<u>3</u>
	122

Excellent Condition: These structures need minimal or no repairs. Some of these buildings have recently been rehabilitated under the Housing Improvement Program.

Good Condition: These structures are in need of minor repairs, possibly one major repair. For example, the structure may need some carpentry work, painting, or updated electrical system. Eligible owner-occupants may receive 20%, 40%, and 50% rebates for improvements made to these structures. Close to 50% of the housing stock is within this category.

Fair Condition: These buildings are in need of several repairs of a major or minor nature, such as roof and porch repair or painting. It is anticipated that owners will receive assistance under the pilot Interest Reduction Program to bring these buildings up to code.

Poor Condition: These buildings need major repairs, and in some cases, get rehabilitation. Structures proposed for substantial rehabilitation under the Neighborhood Strategy Areas Program fall into this category.

Demolition: Unsafe buildings will be demolished.

MARKET VALUES

According to the Boston Redevelopment Authority Research Department analysis of recorded sales transactions in 1975, the average market values for homes in the Franklin Field area were:

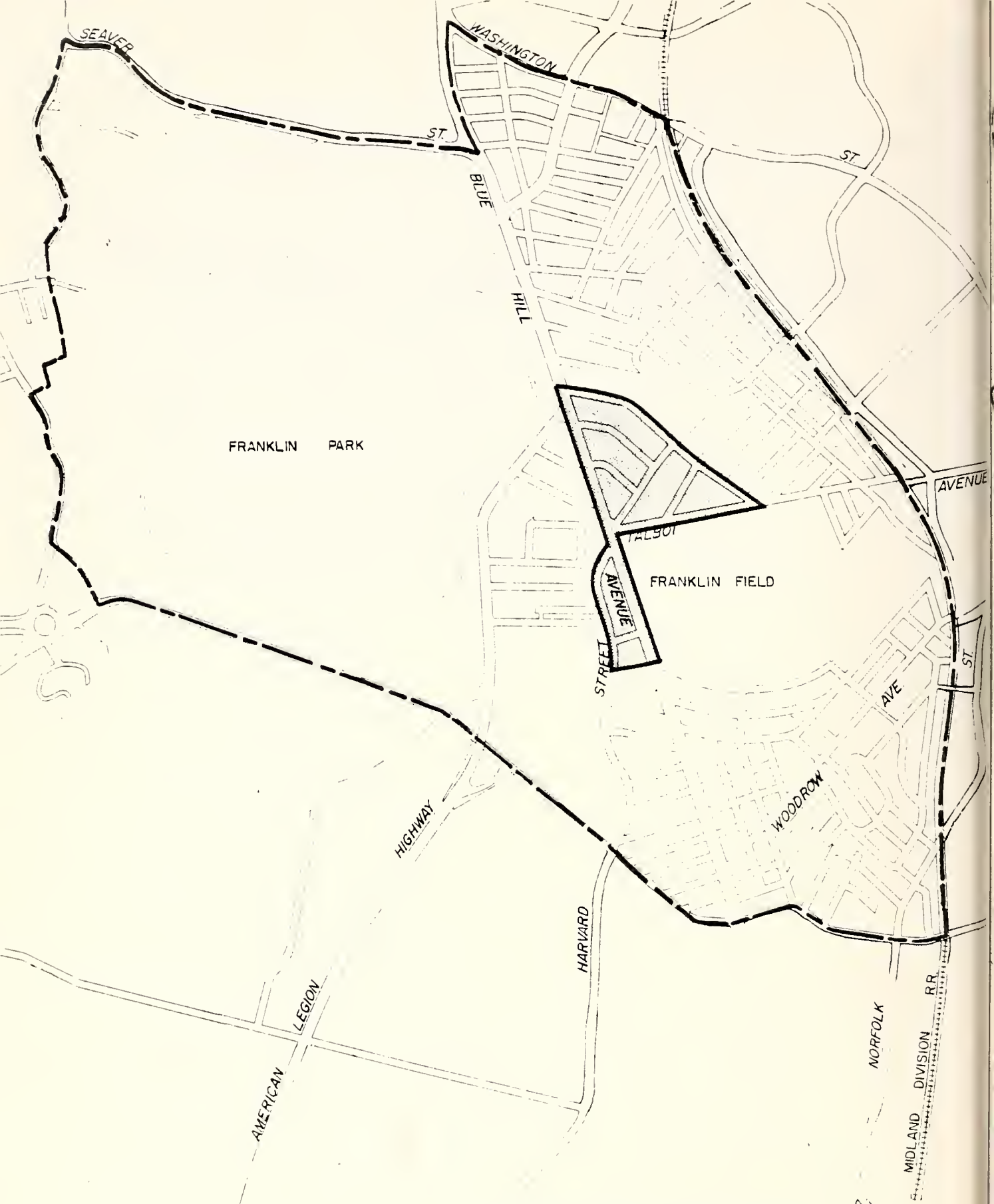
	<u>1-family</u>	<u>2-family</u>	<u>3-family</u>
NSA:	\$15,000	\$11,900	\$12,900
CITY:	24,805	23,937	20,267

RENT LEVELS

According to realtors in the area who rent units in the 1 to 4 unit housing stock, rentals range from \$140 to \$160 for a two bedroom (five room) apartment. Rent does not include heat.

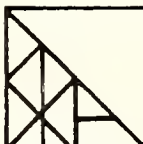
The City has been working closely with the Blue Hill Avenue Commission in the development of the neighborhood strategy in general and the NSA Program in particular. Both the City and the Commission have held meetings in Franklin Field concerning the City's neighborhood improvement program.

The Commission will continue to be involved during the implementation phase of the Neighborhood Strategy and the Section 8 Program. The Housing Committee of the Commission will work closely with City housing staff in carrying out neighborhood revitalization.



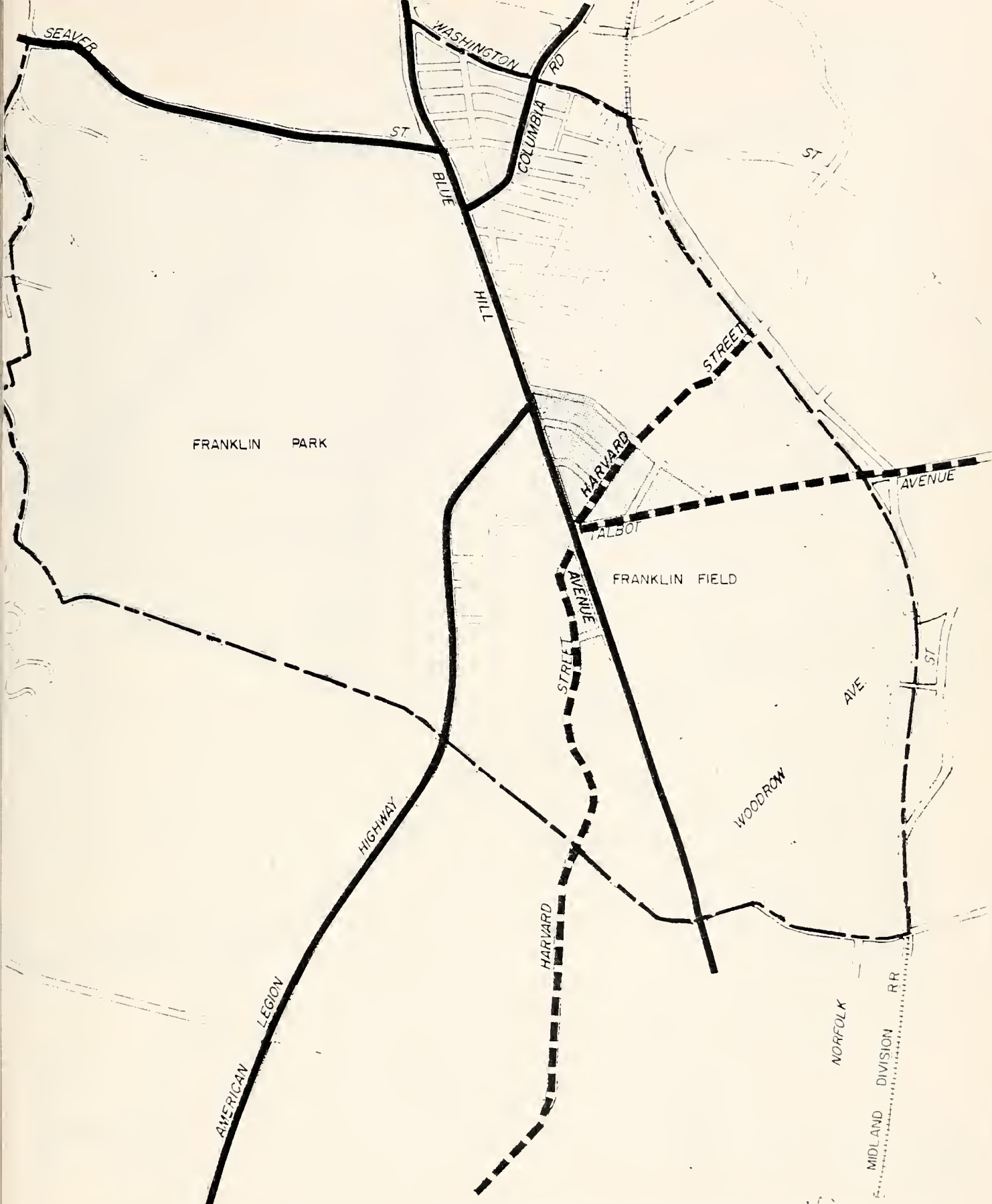
LOCATION OF NSA

FRANKLIN FIELD



0 600 1200 2400 FEET





MAJOR THOROUGHFARE



FRANKLIN FIELD

SEAVEN

BLUE

HILL

TALBÖT

FRANKLIN FIELD

AVENUE
E33815

AVE

WOODROW

HARVARD

AMERICAN
LEGION

NORFOLK

TO MATTAPAN
SQUARE 2

MIDLAND DIVISION

COMMUTER RAIL

FRANKLIN FIELD

0 600 1200 2400 FEET



- RESIDENTIAL
- COMMERCIAL
- INSTITUTIONAL
- OPEN SPACE
- RECREATION FACILITY

LAND USE

FRANKLIN FIELD

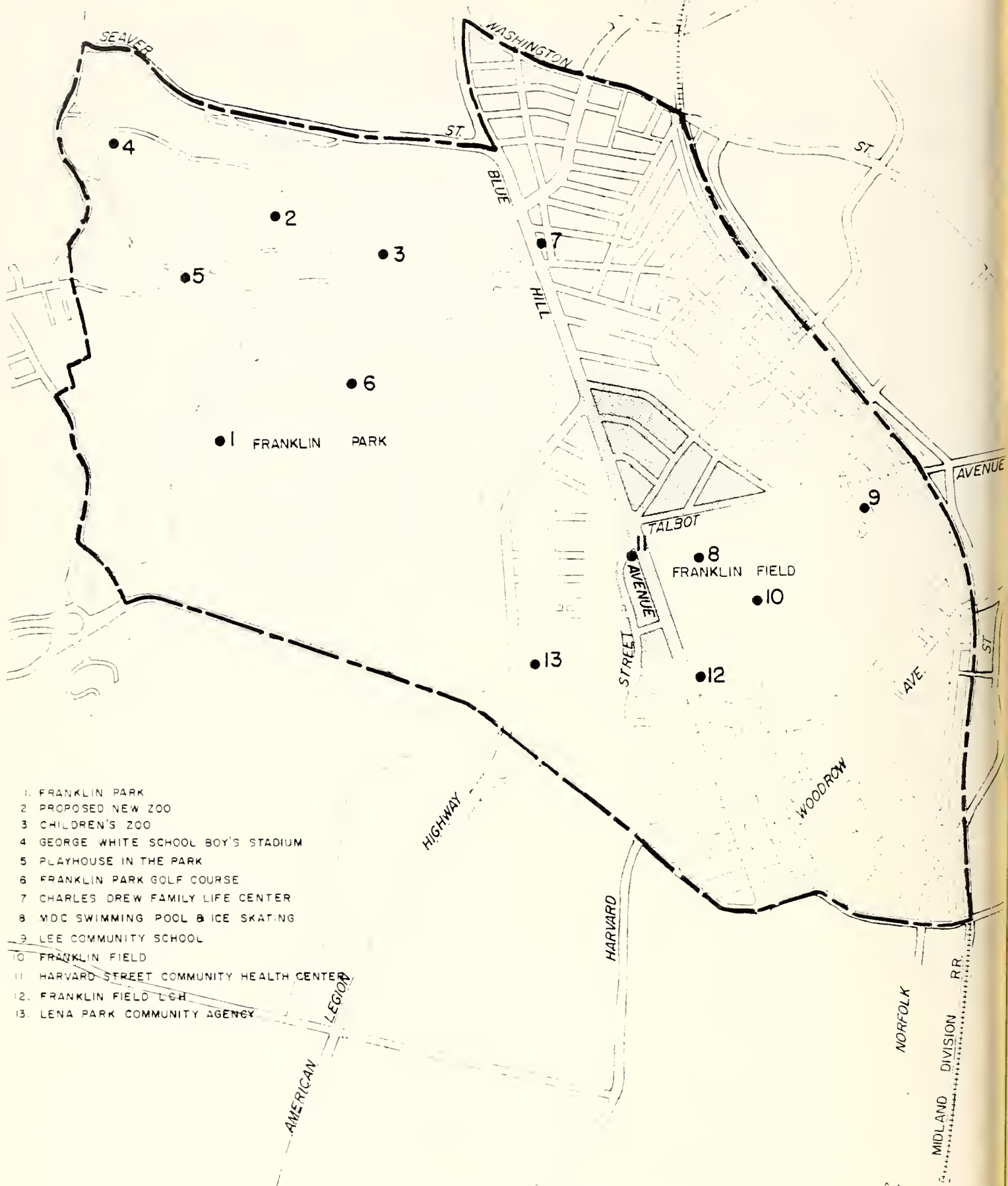
0

600

1200

2400

FEET



COMMUNITY SERVICES

FRANKLIN FIELD

C. CHINATOWN

CHINATOWN/LEATHER DISTRICT

I. INTRODUCTION

The City proposes the Neighborhood Strategy Area designation for a section of the downtown including Chinatown and the Leather District. This area is characterized by mixed land use including residential, commercial, warehousing and light industrial operations.

Chinatown's future has been somewhat jeopardized by the encroachment of downtown commercial development, the institutional expansion by Tufts New England Medical Center, and major roadway expansion. And real estate in Chinatown is subject to speculation, as a result of the recently-funded Urban Development Action Grant for Lafayette Place. The community views these trends with concern, because language problems and cultural traditions make many of the Chinese dependent on the services which can only be provided by a centralized Chinatown.

The City is working to promote the continuity of the Chinese community in Chinatown and is encouraging the community efforts to expand its present boundaries to cope with the need for additional space for residential, commercial, and industrial uses. The need for additional housing is demonstrated by the fact that 78% of the housing units in Chinatown are overcrowded. The City's strategy is to use the Neighborhood Strategy Areas Program as a vehicle to address the critical need for additional residential units and commercial space. This program, in conjunction with others, can be used to protect the Chinese community by minimizing the effects of speculation and displacement.

Adjacent to Chinatown is the Leather District which contains buildings of considerable architectural merit which should be preserved. The proximity of this area to the heart of the Financial District makes the land ripe for speculation. Already, some buildings have been razed in order to prepare sites for new development. Recently, artists have discovered the loft spaces and have moved into this area. An expanded residential use in the neighborhood will discourage the demolition of buildings which today form a very attractive streetscape a few blocks from the high rise developments downtown.

The Leather District today resembles New York's SoHo district during the late 1960's. There artists sought out cheap, vacant loft spaces in a declining commercial district and created attractive working/living spaces. Their pioneering was followed by more loft builders along with boutiques, restaurants and galleries. This resulted in the transformation of a neighborhood into a fashionable place to live. As a result, many artists can no longer afford the high rents which the space commands today.

With an eye on the SoHo experience the City of Boston seeks to help artists and other low income people to find housing in the Leather District and retain that housing even when the competing demand from middle and upper income people forces up rental prices. It is hoped that the Neighborhood Strategy Area designation will address the gentrification problem before it can happen in the Leather District.

In sum, the City's goal is to use this Section 8 Program to preserve and expand housing opportunities in the face of rising property values, for low and moderate income persons in two downtown locations which each offer unique living environments.

II. DEMOGRAPHIC AND PHYSICAL CHARACTERISTICS

A. Physical Characteristics

Boston's Chinatown is the fourth largest Chinatown in the nation. The Chinese first settled in this neighborhood in the late 1880's. The area had previously housed successive waves of Irish, Italian, Jewish and Syrian immigrants who sought inexpensive housing adjacent to places of employment. Many tenement buildings in Chinatown were remodelled following World War II to allow restaurant and retail use on the first floor.

Today, "Chinatown" includes a section of the City known as South Cove. Buildings in Chinatown/South Cove are typically three to five story structures containing commercial or restaurant space on the first floor with apartments above. This pattern changes on the northern edge where several large warehouse buildings abut narrow streets. Again the typical pattern is varied at the southern edge of Chinatown-South Cove where the urban renewal program brought about the construction of two high rise housing developments, Mass Pike Towers and Tai Tung Village. Nearby is the recently-completed Quincy Tower elderly development and the Quincy Community School.

Buildings in the target area in Chinatown are in varying stages of repair. Residential units vary in rent from \$35 per month in Chinese Merchants' Association buildings to \$450 per month for a three bedroom unit recently rehabilitated on Edinboro Street. The low rent charged in many of the buildings leaves the building owners little money for improvements and maintenance. The overcrowded conditions in these dwellings, far in excess of the City norm, cause additional wear and tear to the buildings. Most of the buildings in Chinatown are owned by Chinese with the exception of the several large warehouse structures. Only about 5% of the buildings are owner-occupied.

It is expected that the residential development under NSA will be for low, moderate, and middle income households. There is an increasing demand for housing units in Chinatown which is exacerbated by the growing number of immigrants coming into Boston* and the fact that over 400 housing units formerly in Chinatown-South Cove were eliminated because of institutional expansion or the construction of major roadway networks. The construction of Mass Pike Towers, Tai Tung Village and Quincy Tower have replaced some of the housing lost but has not filled the demand for additional units.

* In the past, strict immigration regulations resulted in new immigrants being primarily adult males; today, entire families are coming to Chinatown seeking shelter.

Although the predominant need in Chinatown is for low-income housing, there is a demand for quality residential space at market rate from Chinese-Americans who, in the past, have moved out of Chinatown to the suburbs to find attractive living space. The NSA development could bring some of these people back to Chinatown. This would provide a healthy income mix within the community and would enable these higher income families to enjoy proximity to friends, relatives, and specialized shopping needs in Chinatown.

The Leather District is an eight-block area in downtown Boston separated from Chinatown by the Central Artery and bounded by Kneeland Street, Atlantic Avenue and Essex Street. The buildings in the area are generally four to six stories in height and built of fire-proof or heavy timber construction in the last 1800's. In the past, this area was occupied by leather merchants for both the manufacture and wholesale distribution of shoes and other leather products. There are three prevailing types of buildings in the District, most of them in sound condition. There are large buildings which remain viable as industrial/commercial properties in spite of the decline in domestic shoe manufacture. Second, there are about forty small rowhouse buildings 20 to 30 feet wide and 60 to 70 feet deep with large windows on both the street and alley elevations. Third, there are several medium-sized buildings, similar in construction and appearance to the rowhouses but wider and having intermediate columns. These buildings, if occupied, have a ground floor office/retail space and cold storage above. The demand for this type of multiple floor storage space has declined and many of the buildings are empty.

Recently, artists have been attracted to the area because of the availability of large, open and well-lighted loft space on the upper floors at minimal rent. The Leather District is zoned a manufacturing district and conventional residential use is therefore prohibited. However, the Zoning Board of Appeals has granted individual conditional use permits to allow residential use under very rigid guidelines. The use is granted for 25% of the floor area of a building which is 5,000 square feet or less. This residential occupancy permit assumes that the remaining 75% of the floor area is used for manufacturing or commercial use and that the entire building is brought up to the standards of the City Building Code.

A preliminary survey of the Leather District shows a total of 300,000 square feet of prime commercial space and 1,300,000 square feet of upper floor space. Some of the buildings are for sale at this time. There are about 26 different owners of the 52 parcels with one owner holding 11 properties.

In addition to the interest in the Leather District demonstrated by artists, the Chinese community has studied the buildings with the idea of creating additional commercial, industrial, and residential space. The City is now analyzing the zoning changes needed to accommodate the residential uses sought by both artists and the Chinese community.

B. Demographic Characteristics

Demographic statistics for Chinatown-South Cove, in which the major portion of the proposed Neighborhood Strategy Area lies, are difficult to obtain because the small size of the area precludes the neighborhood from being treated as a single census tract by the U.S. Census Bureau. In addition, surveys are not accurate because of the number of illegal aliens residing in the neighborhood, and an inherent reluctance of many residents to be involved in surveys.

For planning purposes the City uses the following demographic information.

	<u>South Cove</u>	<u>Chinatown</u>	<u>District</u>	<u>City</u>
Population				
1975 Estimate	1,900	900	2,800	637,986
Median Family				
Income, 1970	\$5,100	\$5,100	\$5,100	\$ 9,133
Percentage of				
Families with				
income less than				
\$5,000, 1970	48%	48%	48%	22%
Total Dwelling Units	1,000	250	1,250	232,856

The resident population is for the most part Chinese living in rental housing consisting primarily of buildings with 5 to 9 housing units. The population includes 18% under age 18 and 14% over 62 years. The incomes of single person households of unrelated individuals are lower than those for families.

Boston Chinese Family Income (1969 dollars)*

<u>Income</u>	<u>Percent of Chinese Families</u>	<u>City-Wide</u>
0-\$4,999	33.3%	21.8
5,000-9,999	40.6%	34.4
10,000-14,999	16.6%	25.7
\$15,000+	9.2%	18.1

At the time of the 1970 U.S. Census, a few artists resided in loft spaces in the Leather District. Thus, demographic information is very limited. It is estimated that about fifty artists reside there at present.

* BRA survey of the Chinatown-South Cove residents.

III. CONFORMANCE WITH SITE AND NEIGHBORHOOD STANDARDS AND ENVIRONMENTAL STANDARDS: FEASIBILITY OF REHABILITATION

A. Adequate Utilities and Streets

The utilities servicing the area have been determined adequate for residential use. The City's water and sewer systems are more than ample for domestic flow. For both sanitary and storm drainage, the minimum pipe diameter is 10". Private utility companies supply electricity and gas. Boston Edison provides 120 amp service on a regular basis and 220 service upon request. Street reconstruction, including sidewalks and new street lighting, have been a high priority within the City's Capital Improvement Program.

B. Compliance with Fair Housing; Promotion of Greater Choice of Housing Opportunities

Because of the urban renewal activities in the South Cove and the construction of right-of-way for the Mass Turnpike Extension, much of the housing stock in the Chinatown area has been lost. As a result, there is a considerable demand within the existing Chinese community for new housing units in the area. There are some new and rehabilitated units in the Chinatown-South Cove community which received financing through the HUD Section 236 program and from the Massachusetts Housing Finance Agency.

Tenant selection in Mass Pike Towers and Tai Tung Village, both Section 236 developments in a renewal area, followed a priority pattern in which Chinese displaced under the South Cove Urban Renewal Program received first preference. Others displaced under urban renewal had second preference. These were followed by families residing in substandard buildings and finally by the elderly. At the opening, 90% of the tenants were Chinese and 10% non-Chinese. The developments, including Quincy Towers and Chauncey Apartments which received MHFA financing, were advertised openly. In Quincy Towers, which opened in Fall 1977, about 2/3 of its tenants are Chinese from other parts of Chinatown with the remaining 1/3 non-Chinese. In short, housing is available to all, but Chinese tenants predominate because they are the people choosing to reside in Chinatown.

Although much of the new and rehabilitated housing created recently in the Chinatown community has been subsidized, there is not an undue concentration of assisted persons in the area. Many of the people residing in these units already lived in Chinatown-South Cove before the Urban Renewal project razed their deteriorated dwelling units.

Chinatown is a special neighborhood in which additional, subsidized housing is still needed. Because of the language barrier, new Chinese immigrants seek housing in Chinatown because it is there that most job opportunities exist for them. There also they can find the groceries they need, the social services and culture to help them become settled in a strange land. With limited job opportunities, and the traditionally low-paying jobs available to non-English speaking Chinese, these immigrants cannot afford market rents. They will move in with family or friends, thereby creating additional overcrowding, or they will seek subsidized housing. The presence of such a large number of "assisted persons" is not the problem in Chinatown which it often presents in other neighborhoods. It is recognized as a social necessity. Furthermore, it is not unlike the dense concentrations of people in Taiwan or Hong Kong from which many of the residents have immigrated. In the Leather District the NSA program would insure low-income people of the availability of housing even if the neighborhood becomes a fashionable place for upper income residents. There will not be an undue concentration of low income people there.

C. Environmental Conditions

Although there is a problem of inferior air quality in Chinatown and the Leather District as in other parts of the Boston core, HUD has allowed construction of three major housing developments in the last eight years. In the past, violations of ambient carbon monoxide air quality standards have been observed. The proximity to two major commuter routes, the Southeast Expressway and the Mass Turnpike Extension is a contributing factor to this problem. These conditions notwithstanding, the City is confident that mitigating measures can be employed to meet HUD's environmental standards.

Development in Chinatown would include construction techniques designed to minimize the impact of air pollutants on new residents. The buildings will be climate-controlled so that residents will not be exposed to the carbon monoxide when inside the building.

Noise levels from the constant traffic on the expressways, the trucks serving the adjacent garment industry and commercial enterprises on and around Beach Street must be addressed. Development will include additional insulation to buffer this noise and the use of artificial ventilation will eliminate the need for open windows.

Vehicular traffic through Chinatown causes much of the air and noise pollution and if regulated could result in a substantially improved living environment. Although streets in the area are generally in satisfactory condition, those in Chinatown serve many purposes besides moving vehicular traffic. Since off-street parking and service areas are in short supply, the streets become loading areas for grocery stores, restaurants, bus pick up/drop off stops for workers in outlying restaurants as well as centers for socializing. Streets in Chinatown were not built to be both vehicular thoroughfares, garbage collection points and social centers. They are narrow streets and because of the multiple uses, are frequently congested.

Because of problems at the intersection of Kneeland Street and the Surface Artery, through traffic uses Harrison Avenue and Beach Street as a bypass.

One of the most important projects to the Chinese community, the construction of a Chinese ceremonial gateway at Beach Street and Hudson Street, will result in the narrowing of Beach Street to one lane at the Surface Artery. The City is working at present to obtain funds in order to construct the Gateway within the next five years. Eventually, Beach Street will be closed to traffic completely at this point. With only one lane, Beach Street will lose its appeal to the through-commuter and Beach Street will return to its intended "local" use. This will cut down substantially on both the noise and the negative air quality in the Beach Street-Edinboro area. An adjunct to the Gateway will be landscaped sitting areas on either side. The trees planted in these areas will further improve ambient air quality.

Development of buildings which might be made possible through the NSA program should have no adverse effect on air quality or water quality. During construction, the contractor will be advised to control dust and debris thorough continuous wetting. Further, there will be restrictions placed on the noise emitted from the construction site.

Water and sewerage will be discharged into City of Boston lines so there will be no water pollution emanating from the development. The existing public utility lines have sufficient capacity to accommodate additional residential/commercial development.

D. Consistency with Housing Assistance Program

The proposal is consistent with the HAP; the area lies within Census Tract 701.

E. Access to Services, Employment

Chinatown and the Leather District are ideally located in terms of access to all kinds of activities as well as public transportation. With Beach Street being the heart of the Chinese business district, residents will need only walk a short distance to the many Chinese grocery and specialty stores. Also within easy walking distance is the City's retail core including Jordan Marsh and Filene's.

The New Quincy Community School is nearby. The school contains the Chinatown-South Cove Little City Hall office, the South Cove Community Health Center and a swimming pool and gymnasium open for community use. In addition, the Community School offers special classes for adults as well as after-school day care for children. Next to the school is the recently opened Quincy Towers, a 162-unit apartment building for the elderly and handicapped. The South Cove Golden Age Center is located in the building and has a variety of social programs and a hot lunch program for the elderly.

Pagoda Park is located between Chinatown/South Cove and the Leather District. This facility offers basketball and volleyball courts.

The NSA is conveniently located adjacent to the Downtown core, and therefore a variety of job opportunities are available within walking distance. The Lafayette Place development will provide both construction and permanent job opportunities. Since many Chinese are confined to restaurant and stitching jobs because of the language barrier, the location of the NSA in close proximity to the Beach Street restaurant area and garment manufacturing buildings is ideal. Chinese speaking workers have also found jobs in electronics assembly. Teredyne, a growing firm in the electronics industry, has a major facility within the Leather District.

F. Access to Transportation

There is public transportation available within easy walking distance. Subway connections to all points are nearby and commuter buses to outlying areas pick up passengers behind Jordan Marsh, again a convenient walk. Nearby South Station offers commuter rail service to the south of Boston.

G. Relocation

Buildings in the NSA which might be converted from warehouse/manufacturing use to commercial/residential use have some tenants at present who use the buildings for storage. If such buildings are used under the Program, tenants would be offered the standard relocation assistance in order to expedite the conversion.

H. Flood Hazard Area

Chinatown and the Leather District lies outside the Flood Hazard Area, and therefore the developers need not institute any precautionary construction techniques to deal with flood hazards.

I. Feasibility of Rehabilitation

Rehabilitation of structures is feasible; buildings are structurally sound. The financial resources from the Section 8 Program, and the development of a special community development housing program, make rehabilitation financially feasible.

IV. NEIGHBORHOOD REVITALIZATION PLAN

A. Traffic Congestion

Plans to alleviate traffic congestion were described in connection with the Chinese Gateway. Once Beach Street is returned to its designated local street use, some of the traffic will be removed. This will in turn reduce air and noise pollution.

City officials are working on plans to facilitate the Gateway Construction. The plan calls for changing the direction of traffic on Edinboro Street. As a result the street will be primarily a service road for the buildings on that street. Traffic from Essex Street will travel southbound on Kingston and make a loop back northbound at Edinboro Street. Some of the Edinboro Street right-of-way at the Beach Street end will be converted to a pedestrian street. Trees and shrubs will be installed in planters preventing cars from entering Edinboro Street from Beach Street. There will be an emergency lane provided for official vehicles.

The Gateway will address another deficiency in Chinatown, the shortage of green open space. The sitting areas adjacent to the Gateway will be a refreshing green oasis in the heavily built up Chinatown. They will provide a pleasant spot for the socializing which occurs so often now on the sidewalks on Beach Street.

B. Parking Lot Blight

Within the NSA is the long-proposed Lafayette Place Development. In the past ten years, several buildings were razed under the Bedford-West Urban Renewal Project. These buildings have been replaced by unsightly parking lots which project an image of neglect. The uncertainty over the future of this area has led to disinvestment on the part of building owners, the cancelling of leases by higher quality retailers and a general decline of the area.

Now, however, the construction of Lafayette Place appears likely with the assistance of a HUD UDAG which will result in a new underground parking structure with air rights for a 450 room hotel and retail center and the renovation of another parking structure. This investment taking place on the site of some temporary parking lots will have a significant impact on the surrounding area. Property values will increase and marginal operations will be replaced by some uses appealing to Lafayette Place patrons. Construction on the underground garage is scheduled to begin in the Fall of 1978. Completion of the complex is scheduled for Fall of 1981.

C. Deteriorated Street Conditions

Both Essex Street and Beach Street are deteriorated and in need of repairs. Essex Street was a "high priority" candidate for Urban Systems funding until the development of the Lafayette Place became too uncertain. Now that UDAG funding is guaranteed for Lafayette Place, the City has moved Essex Street back to the "high priority" category.

As a local street, Beach Street is not eligible for Urban Systems funding. However, the City is now studying the conditions of Beach Street to determine the extent of reconstruction work which is necessary between the Surface Artery and Harrison Avenue. Preliminary estimates suggest that \$15,000-\$20,000 would cover resurfacing the right of way, the construction of new, and in some cases wider, side-walks, signs and trees. The project could be funded by Community Development Block Grant monies or a special project for Chinatown. The City is now analyzing the condition of streets in the Leather District to prepare a comprehensive street improvement program for that section of the proposed NSA.

D. Combat Zone Improvements

Chinatown tourist traffic is discouraged at the present time by the proximity of Chinese restaurants and gift shops to the Combat Zone, Boston's "Adult Entertainment District". The City has recently begun a multi-faceted program to control activities in the Combat Zone so as to minimize problems. Heavy police patrolling and a crackdown on liquor licensing enforcement has had a positive impact. In addition, the BRA is now studying the area to make recommendations on its future and how to eliminate the adverse effect which the Zone has on surrounding developments. Although the study is in a preliminary stage, it appears likely that there will be a recommendation of a combination of public and private investment in the Combat Zone over the next few years which will upgrade the overall environment both in the Zone and the surrounding areas.

Summary of Public Investment

<u>Project</u>	<u>Cost</u>	<u>Source</u>	<u>Construction Schedule</u>
Lafayette Place			
Land Acquisition	\$7.6 mil	UDAG	Spring 1978
Demolition	1.2 mil	City Funds	Spring 1978
Parking Garage			
Const. 900 Cars	11.2 mil	City Funds	Fall 1978-Fall 1979
Parking Garage			
Renovations-600			
Cars	.4 mil	City Funds	Fall 1978-Fall 1979
Essex Street Recon.	2.0 mil	Urban Systems(?)	
Beach Street Recon.	\$15,000	CDBG (?)	
Gateway	\$275,000	CDBG (?)	

E. Private Investment

The willingness of the private sector to invest \$41,250,000 in the Lafayette Place development demonstrates confidence in this neighborhood's future. Some of that investment will be made as soon as the City begins construction of the underground parking garage in the Fall of 1978. The developer, Mondev International, will finance part of the foundation costs since the hotel and retail development will be built on the air rights over the parking garage.

Other private investment in and around the Chinatown Neighborhood Strategy Area includes a 20-unit residential rehabilitation project recently completed by the Chinese Merchants Association on Oxford Street, scattered storefront improvements along Beach Street, the purchase of a major block on Washington Street by a Chinese entrepreneur, and the rehabilitation of two major buildings in the Leather District by Teradyne.

In addition, Tufts New England Medical Center will begin construction shortly on a \$38 million Pediatrics Building and a \$20 million nutrition center, the latter in conjunction with the U.S. Department of Agriculture.

V. HOUSING REVITALIZATION PLAN

Both Chinatown and the Leather District lie in Census Tract 701, although they are in different block groups within the census tract. Fewer than half of the 787 housing units that appear in Block Group 3 in the 1970 Census are in Chinatown. Within the Chinatown section of the NSA target area there are about 240 residential units in approximately 30 structures. Some 140 of these units have been rehabilitated in the last five years. Of the remaining, 25 need rehabilitation of \$1,000 per unit, 45 need rehabilitation of \$3,000 per unit, and 30 need gut rehabilitation.

The City is developing a special CDBG housing program to address the particular needs of Chinatown. The Housing Improvement Program offered elsewhere in the City is inappropriate in Chinatown, because of the lack of owner-occupants. The Chinatown program will be proposed for future year's block grant funding.

HOUSING CONDITIONS

TOTAL STRUCTURES	30
TOTAL UNITS	240
EXCELLENT CONDITION	140
Avg. \$500/unit rehabilitation	
GOOD CONDITION	
Avg. \$1,000/unit rehabilitation	25
FAIR CONDITION	
Avg. \$3,000/unit rehabilitation	45
POOR CONDITION	
Avg. \$5,000/unit rehabilitation	30

The special housing program for Chinatown will focus on the units listed as being in good and fair condition. In addition, the City will be discussing with the Department of Community Affairs the feasibility of using the Section 707 Rental Assistance Program in Chinatown.

The top priority for the limited Section 8 Substantial Rehabilitation units for Chinatown is the creation of additional housing units.

RENT LEVELS

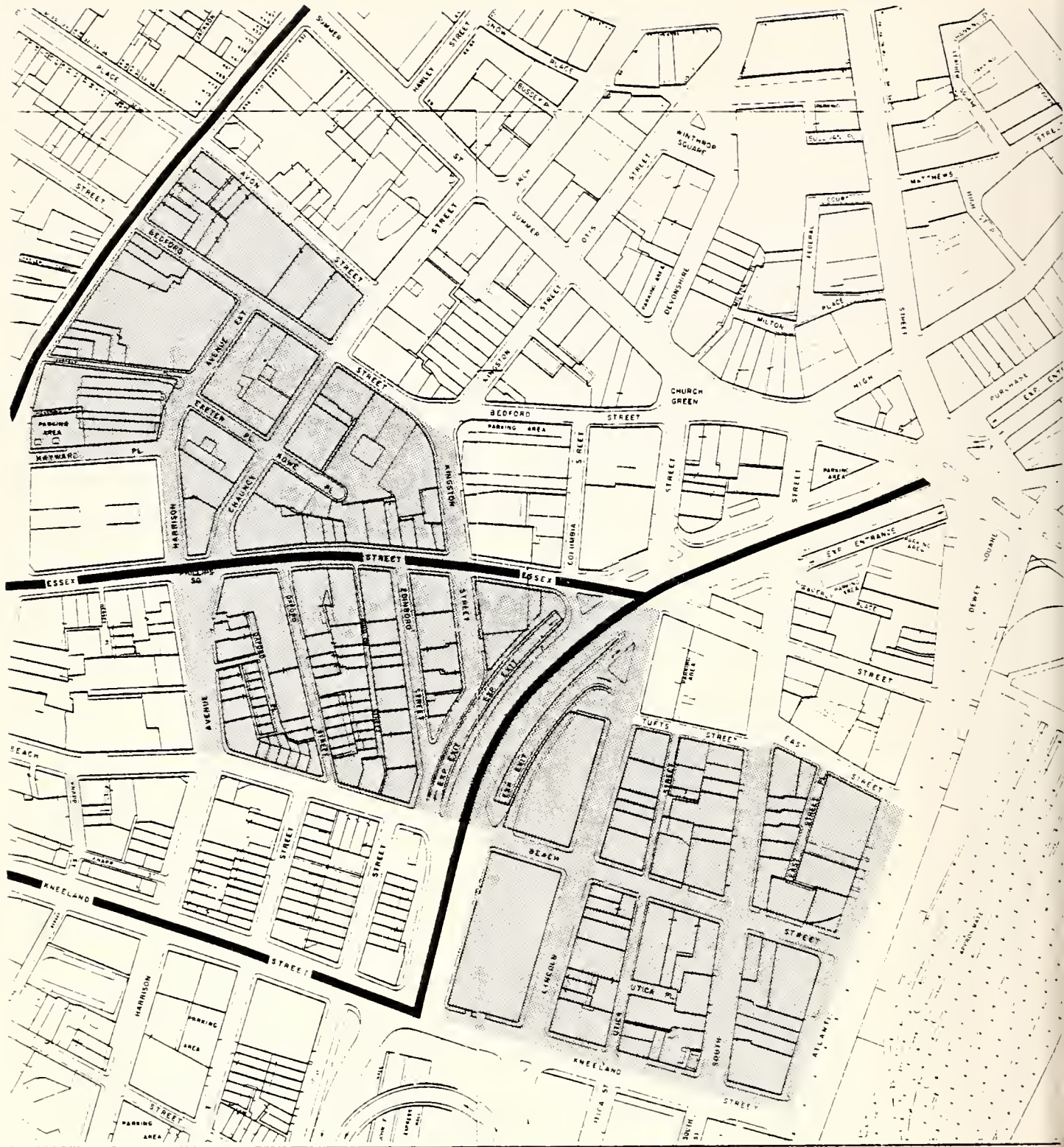
According to the 1969 Boston Area Survey and the Diagnostic Report of Residents to be Relocated, South Cove Urban Renewal Project carried out by the BRA; rent levels in Chinatown were distributed in the following manner:

<u>MONTHLY RENT</u>	<u>% POPULATION</u>
\$20	1%
\$20-39	28
\$40-59	13
\$60-79	22
\$80-99	20
\$100-119	15
\$120+	1
	<u>100%</u>
	=====

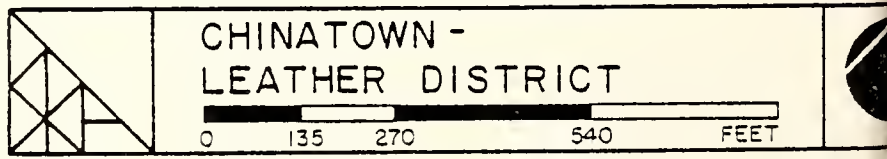
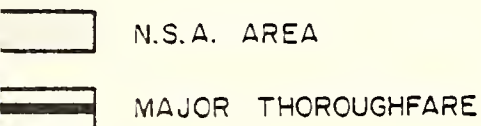
VI. CITIZEN PARTICIPATION

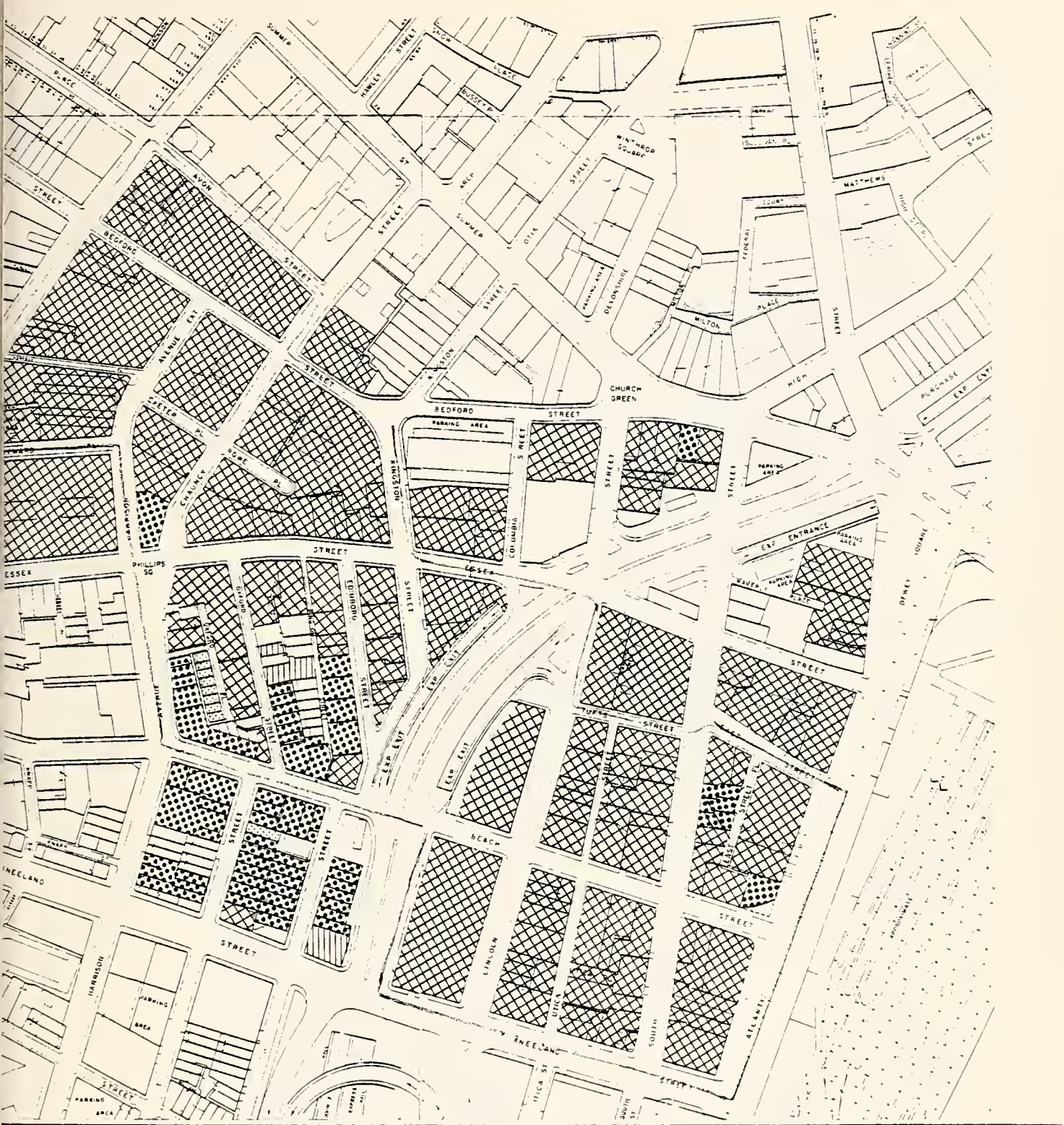
The Chinese community and local organizations have been involved in the development of the City's programs and strategy for Chinatown. This involvement has been coordinated through the Little City Hall in Chinatown and the Boston Redevelopment Authority staff - both the Chinatown district planner and the development team for Lafayette Place.

The community will continue to be involved in the implementation of programs and the future development of new programs.



LOCATION OF N.S.A.





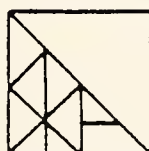
COMMERCIAL - OFFICE - WAREHOUSE /
SOME MANUFACTURE

MIXED - COMMERCIAL & RESIDENTIAL

RESIDENTIAL

COMMUNITY FACILITIES

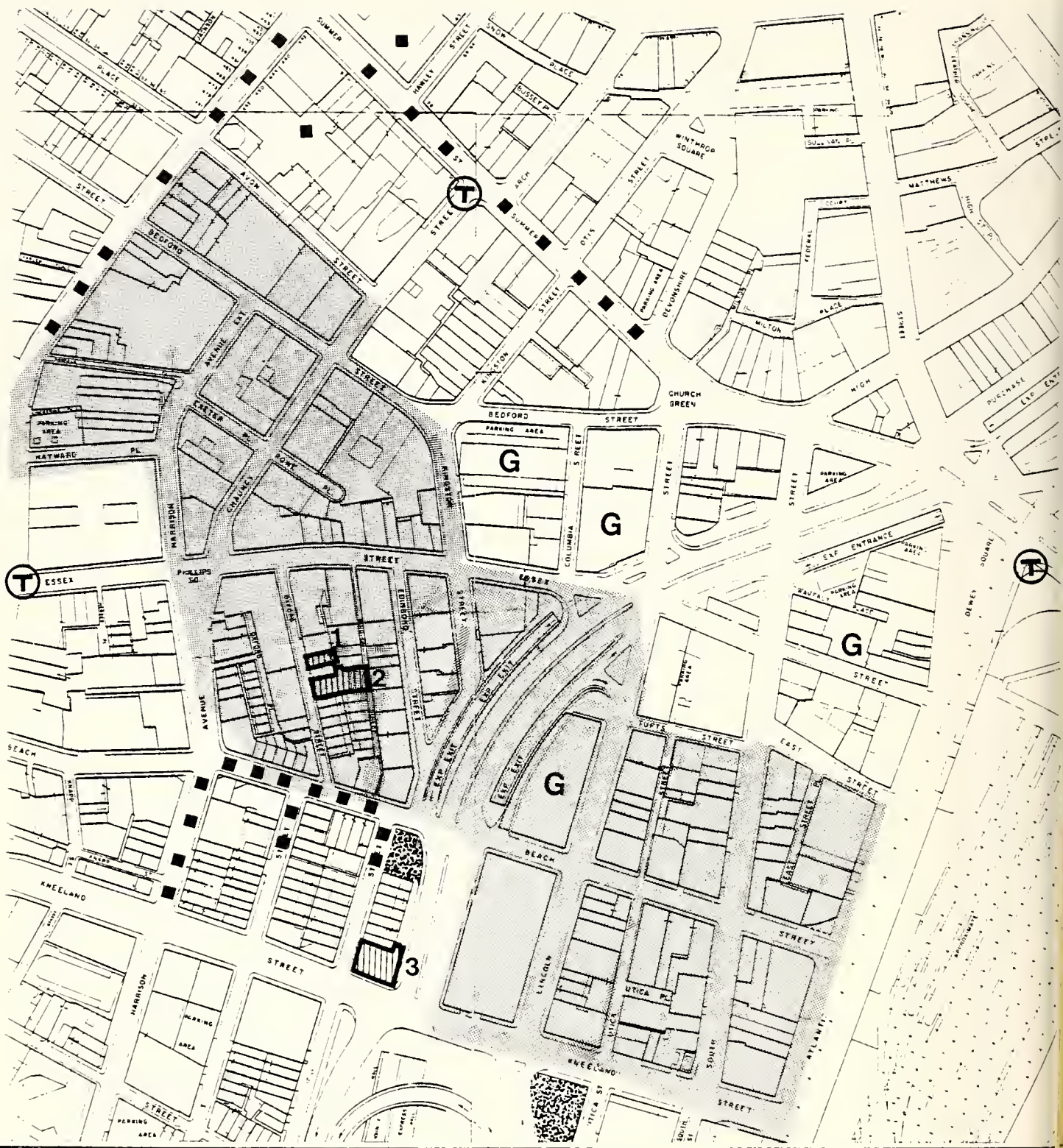
LAND USE



CHINATOWN -
LEATHER DISTRICT

0 135 270 540 FEET





RECREATION



TRANSIT STOPS



COMMUNITY FACILITIES



SHOPPING



GARAGE

COMMUNITY FACILITIES

1. CHINESE CONSOLIDATED BENEVOLENCE
2. K.O.W. QUONG SCHOOL
3. CHINESE MERCHANTS' ASSOCIATION

ACCESSIBILITY

CHINATOWN -
LEATHER DISTRICT

0 135 270 540 FEET

D. HYDE PARK

HYDE PARK

I. INTRODUCTION

Hyde Park, Boston's last community to be annexed (1912) can be viewed in terms of its similarity to other New England manufacturing towns. Its early growth centered around local industry and paper textile manufacturing. Connected to the larger world by rail, it merged physically with the expanding central City and grew rapidly at the turn of the century. A period of growth followed the Second World War, when new housing construction and a shift in job location to outside the area led it to be characterized as a suburb within the City. The population of Hyde Park grew 28% between 1960 and 1970, during a period when the City as a whole lost 8% of its population.

Hyde Park can be viewed as a strong residential area with active commercial and manufacturing sections, precisely the kind of resource which city and federal government officials have agreed should be preserved. An alternative view of this area, held by many closest to it, is that Hyde Park is a community in a delicate state of balance, with evident decline in its commercial center and steady erosion of the industrial job base, as well as a potential for housing deterioration. Complicating any assessment of the area are two additional factors: its deep and often bitter involvement in controversy over court-ordered school desegregation and, in one section, recent racial transition.

The City has recognized Hyde Park as a neighborhood in transition, a neighborhood with problems that must be addressed if it is to remain a desirable place to live and a viable neighborhood of the City. For that reason, Hyde Park was one of four sections of the City included in the Boston Plan.

The Cleary Square area is recommended for inclusion in the Neighborhood Strategy Areas Program because efforts to improve both its commercial and residential quality are underway, efforts in which the private and public sectors have combined forces to achieve positive success. The provision of 100 new units of much-needed elderly housing within the periphery of Cleary Square will complement block grant allocations programmed for Hyde Park and will allow the Boston Plan for Hyde Park to move one step further in the realization of its goal to preserve neighborhood stability.

II. DEMOGRAPHIC AND PHYSICAL CHARACTERISTICS

A. Demographic Characteristics

Hyde Park, located in the southwest quadrant of the City, surrounded by West Roxbury, Mattapan, Roslindale and Milton, was one of the few districts in the City to gain population between 1960 and 1970. Its increase of 28% to 36,509 exceeded West Roxbury's 24% growth. During this period, the City lost 8% of its population. In 1975 State Census figures indicate that Hyde Park has continued to grow to an estimated 37,628 while Boston's total population has remained relatively stable.

In 1970, median family income for Hyde Park was \$10,693, about \$1,500 above the City median; and the proportion of families earning below \$5,000 annually was below that of the City. Hyde Park contained 10,733 housing units in 1970, an increase of 16% from 1960. The majority of this growth was in the western half of the district where new single family and multi-family units have been completed.

In contrast to many of Boston's older neighborhoods, Hyde Park is distinctly more suburban. Much of the housing stock falls in the category of owner-occupied single and two family structures; there is a wide representation of churches and temples; neighborhood shopping centers cater largely to convenience needs; public, parochial and private schools play an important role in the neighborhood; open space and recreational opportunities are unparalleled in the City.

In 1970, 99% of Hyde Park's population was white. However, since 1972, there has been a migration of black families in the north-eastern and Stony Brook sections of Hyde Park. The 1977 Hart Survey substantiated this pattern by indicating a 4% black population in Hyde Park.

The age distribution figures for Hyde Park in 1970 showed a 12% elderly population, an increase of 14% over 1960. While this is comparable to city-wide levels, there are few elderly housing units available in Hyde Park to meet this growing segments needs.

Hyde Park has been a stable neighborhood; approximately 65% of the population lived in the same house in 1970 as in 1960. However, the increasing age of homeowners and the disquieting effects of school desegregation, along with tax and real estate uncertainties prompt city officials to expect a more rapid turnover between 1975 and 1980. This is substantiated by the 1977 Hart Survey which revealed that 26% of those surveyed in Hyde Park were fairly confident that they would move within the next three years.

1970 CENSUS DATA FOR HYDE PARK

<u>INCOME</u>	<u>% POPULATION</u>
\$0 - 5,000	12%
5 - 10,000	33%
10 - 15,000	31%
15,000 +	24%
Median Family Income	\$10,731

More recent surveys indicate that income levels in Hyde Park have kept up with inflation.

<u>AGE DISTRIBUTION</u>	<u>% POPULATION</u>
0-19	38%
20-24	8%
25-44	21%
45-64	23%
65 +	10%
Total Population	36,509

More recent surveys indicate a substantial drop in the 0-19 category, and increases in the other categories. The elderly population is estimated to be 12% of the population now.

B. Physical Characteristics

Cleary Square is located in the heart of Hyde Park and is the community's major commercial district. At the turn of the century, it was a very small center and yet more than provided the basic retail needs of the community. Through the 1950's as Hyde Park's population burgeoned, Cleary Square's growth paralleled the district's increasing need for retail diversity. The business area stretched to include the main streets of Hyde Park Avenue, River Street and Fairmount Avenue. Growth was sporadic, and spanned half a century; thus, the architectural characteristics of Cleary Square are eclectic. Height, construction materials, and style vary within each block of stores. Renovations have been equally sporadic, and have tended to detract from the overall appearance of the Square.

Cleary Square's physical and economic decline have been markedly apparent since the mid-50's with the emergence of suburban malls and shopping plazas. Plagued by inadequate parking facilities, crowded traffic conditions and an aging physical plant, this commercial district could not keep pace with its suburban competitors. Instead, "going out of business" signs, thrift shops and auto body shops have infiltrated the Square. Social service agencies and public sector offices are now located in prime storefront spaces. Storefront grates are common, as the remaining retailers seek to secure their stores from vandals. Arson is another concern in Cleary Square and has resulted in the loss of several blocks of once viable retail space.

The City is committed to revitalizing Cleary Square, recognizing that in many respects, a neighborhood's commercial district sets the tone for neighborhood confidence and contributes to the economic well-being of the community. In 1975, a consultant's report prepared with City and residential involvement identified the short range activities and long term improvements which can be implemented to revitalize Cleary Square. Some steps have been taken to improve the area but much remains to be done. The City has identified Cleary Square as an area for concentrated improvements under the Community Development Block Grant Program, its capital budget and the Hyde Park Boston Plan. The inclusion of Cleary Square in Boston's Neighborhood Strategy Area's application for Section 8 subsidized housing complements this effort.

The need for additional elderly housing units in Hyde Park has been documented in a report prepared by the Boston Housing Authority and the Boston Redevelopment Authority in 1974 and is further substantiated by an examination of the current BHA waiting lists for elderly apartments in Hyde Park. To date, the only elderly housing in Hyde Park is a 48-unit development on the Mattapan border. A 104-unit development is currently planned for construction in late summer of 1978, on Summer Street, just west of Cleary Square. This project will by no means satiate the existing demand for elderly housing in a community where 28% of the homeowners in 1970 were over 65 years of age.

Most of the residential properties in Hyde Park are in one to three story wood frame buildings which are 58% owner-occupied and generally in good repair. The City's Housing Improvement Program (which offers a 20% rebate on certain repairs) has been very effective in providing homeowners financial incentives to make needed repairs to over 1100 owner-occupied structures in Hyde Park. The opportunities for substantial rehabilitation are not present in Hyde Park and new construction is the primary option available to provide the needed elderly housing units for this community.

The location of new elderly construction in the Cleary Square area is recommended for several reasons. The proximity of such housing to local shopping, churches and social services is an important factor in minimizing the isolation among elderly and in affording them the opportunity to be self-sufficient to the greatest extent possible. The location of housing in the immediate Cleary Square area will provide a walk-in trade for the businesses located there, particularly food, personal goods and drug stores. New residential construction on the fringe of this commercial sector will prevent the unchecked expansion of the retail area and encourage the physical consolidation of retail uses within a well-defined geographic area. In this way, new elderly housing development within the periphery of Cleary Square will not only provide appropriate housing units, but will complement commercial revitalization efforts underway in the Square.

III. CONFORMANCE WITH ENVIRONMENTAL, SITE AND NEIGHBORHOOD
STANDARDS; FEASIBILITY OF REHABILITATION.

A. Adequate Street and Utilities

The utilities servicing the site have been determined adequate for residential use. The City's water and sewer systems are more than ample for domestic flow. For both sanitary and storm drainage the minimum pipe diameter is 10". Private utility companies supply electricity and gas. Boston Edison provides 120 amp service on a regular basis and 220 service upon request.

The City of Boston, since 1968, has installed sodium vapor lighting on Hyde Park Avenue, River Street and Fairmount Avenue. The area's street and utility systems are in generally good condition.

B. Compliance with Fair Housing Laws and Procedures

The Section 8 housing development will be carried out in accordance with all fair housing laws and procedures, including Title VI of the Civil Rights Act of 1968, Executive Order 11063, and HUD Regulations issued pursuant thereto.

C. Promotion of Greater Choice of Housing Opportunities

At present, there are very few elderly subsidized units of housing in Hyde Park. A 104-unit elderly complex which will be managed by the Boston Housing Authority is now planned on Summer Street, just outside Cleary Square to the west. This project will have 100% units subsidized through Mass's 667 Program. In addition, on Davidson Street, there is a 48 unit elderly project operated by the Boston Housing Authority. The remainder of Hyde Park's elderly population resides principally in single and two family privately-owned units.

D. Environmental Conditions

The proposed construction of an elderly housing development will physically improve the quality of Cleary Square. The site recommended for development, contains 5.7 acres of cleared, vacant land. The immediate residential and commercial sectors would be significantly improved if the site were developed for housing.

In an environmental report prepared in September, 1975 by an established engineering firm, noise levels were found to be within the normally acceptable range (not to exceed 45db (A) more than 30 minutes per 24 hours) as defined by HUD's Noise Policy Circular 1390.2. The Penn Central Mainline will be shut-down for approximately 4 years between 1979 and 1983 during construction of the MBTA's Orange Rapid Transit Line. In the interim, the Midlands Branch will carry additional commuter lines. However, the frequencies will not be excessive and will primarily occur during peak 7-8:30 a.m. and 4:30-6:00 p.m. travel time and will not significantly alter the noise levels. Following completion, normal freight service will resume on the line in 1983.

The proposed site is free from serious adverse environmental conditions as evidenced by the following:

- It is not anticipated that the proposed construction will produce any increases in the types or quantities of air emissions.
- The site will not require any changes in transportation patterns.
- The site will utilize existing water and sewer systems (this should not affect the capacity of the systems).
- With the exception of construction debris, there will not be significant increases in solid wastes produced.

- Except for the construction period, the noise level will not be affected. In addition, the noise and dust impact from construction activities will be controlled through compliance with the applicable regulations of the Boston Air Pollution Control Commission.
- Debris will be promptly removed to approved sites.

Cleary Square is the district's primary commercial sector; regular police footpatrolmen are assigned during the day and evening hours to safeguard shoppers and merchants from incidents of vandalism. The neighborhood does not have a high crime rate and is generally perceived as safe.

The Cleary Square area is generally free from adverse environmental conditions. The noise emanating from the railroad and vehicular traffic can be offset with landscaping buffer treatment and glazed windows. Air pollution is not a problem.

E. Consistency with Housing Assistance Plan

Construction of 100 units of Section 8 elderly housing in Hyde Park is consistent with the City of Boston's overall Housing Assistance Plan for the coming fiscal year.

F. Access to Services, Employment

Cleary Square houses the Little City Hall where people pay their property and excise taxes, pick up senior citizen discount booklets and conduct personal business with the City. In addition, the U.S. Post Office, Boston Police and Fire Departments and Boston Public Library are also located in the Square.

Currently, there is an active elderly service program located in the municipal building. In addition to recreational and social programs, nutrition programs such as "Hot Lunch" are offered on a daily basis. The George Wright Medical Clinic which is located in the Square conducts blood pressure screening tests for elderly. There is a senior shuttle operated out of the Little City Hall and this can be used to bring patients to the Greater Roslindale Health Center for full-service out-patient treatment.

The basic commercial needs of the elderly can be accommodated within Cleary Square. With regular public transportation connection to the downtown, and the availability of the "Mobile Market for Elderly", the consumer needs of elderly can be satisfied.

While most elderly people are in some state of retirement, many persons prefer to remain active in some form of employment. In the Cleary Square area, there are some opportunities for part-time employment in the shops located here. In addition, several social service agencies are located close by and elderly people can find limited employment or can volunteer their services in day care centers and elderly programs. Also, there are several public schools from elementary levels to high school where elderly can be utilized to assist regular teachers in remedial and tutorial courses.

G. Access to Transportation

Cleary Square is well serviced by public transportation with 2 bus routes regularly connecting with the Orange Line at Forest Hills and one to the Red Line at Mattapan. In addition, the Penn Central Railroad has commuter trains which make a regular stop in Cleary Square and go directly to South Station and Back Bay. During the anticipated construction of the Orange Line between 1979 and 1983, this commuter service will be carried on the Midlands Branch and a stop will be maintained in Cleary Square.

H. Conformity with Relocation Requirements

The site recommended for the NSA program is entirely cleared and would involve no relocation of people or businesses.

I. Site in Flood Zones

The Neponset River borders both of the recommended sites. The City will conform to HUD standards and local requirements governing flood hazard areas.

J. Feasibility of Rehabilitation

Rehabilitation of residential and commercial structures is feasible, given the willingness and ability of property owners evidenced by past participation in rehabilitation programs and support for additional programs. The concentrated public investment in Cleary Square is being matched by private investment in storefront improvements (see Section IV). Hyde Park homeowners have utilized the Housing Improvement Program (see Section V).

IV. Neighborhood Revitalization Plan

A. Past and Current Public Investment

The revitalization of Cleary Square is a major City priority for future expenditures in Hyde Park. The City's recent efforts to improve Cleary Square focused on the development of an off-street parking lot in the area between Hyde Park Avenue and the Penn Central Mainline tracks. The introduction of new sodium vapor lights along River Street and Hyde Park Avenue and the police foot-patrol program have helped to reduce crime and vandalism in the Square.

In June of 1977, the City acquired title to the property behind the former Kelleher Market; plans to consolidate this with the existing municipal parking lot on Winthrop Street have been finalized. Construction will be complete in Spring of 1978.

In addition to these projects, the City has assigned a Business Specialist to work with the local merchants and property owners of Cleary Square to focus on upgrading storefront appearances, window displays, advertising techniques and security improvements. The CD funded RESTORE program, which offers a 20% cash rebate for exterior storefront improvements and provides full architectural and design assistance was recently made available to Cleary Square merchants. Several store owners have participated in the program.

This year's Neighborhood Improvement Program for Hyde Park includes a \$25,000 allocation to the newly-formed Hyde Park Community Development Corporation for seed money for commercial revitalization. The Community Development Corporation is comprised of business and community leaders who are actively seeking to attract new businesses to Hyde Park, and to physically upgrade the area so that it can compete successfully with suburban centers.

In addition, this year's Community Development budget contains a \$20,000 allocation for the RESTORE Program and \$53,000 for security footpatrols in the commercial sector. Also, \$29,000 has been allocated for structural renovations to the YMCA in Cleary Square and \$34,000 is available for two Senior Shuttles to be operated out of the Hyde Park Little City Hall.

B. Past Private Investment

The City's recent efforts to spur commercial revitalization in Cleary Square have been successful in generating private investment. A former supermarket and adjoining stores were destroyed by a fire in January of 1976, and the property was purchased by a developer who has since constructed a small convenience market on the site and has provided an attractive pedestrian connection to the City's new

parking lot. In addition, several small specialty shops have opened within the past 8 months, in stores which were recently renovated by private owners. These examples of private investment in Cleary Square offer encouragement to the City to continue its revitalization program through efforts such as the Neighborhood Strategy Areas Program.

C. Activities to be Undertaken

The City, through the Hyde Park Boston Plan, will conduct a major traffic analysis of Cleary Square to determine what steps can be taken to alleviate traffic congestion in Cleary Square. Major street realignment, including neckdowns and improved traffic signalization for turning movements at Hyde Park Avenue / River Street intersection is needed. A feasibility analysis for the construction of an intermodal transportation terminal in Cleary Square will be conducted. Construction will be phased to be consistent with the 1979-1983 shutdown of the Penn Central Mainline. These projects will be funded under the City's capital budget and federal transportation funds.

Pedestrian amenities and street trees will be installed in Cleary Square over the next 12 months to improve the aesthetic quality of the commercial district and to create a more attractive shopping environment.

A retail marketing strategy will be developed in concert with the Hyde Park Board of Trade and Community Development Corporation to assure a compatible retail mix of stores and to reduce vacancies. Redesign of storefronts on a block basis is expected to continue over the next three years. The City will provide necessary architectural assistance and will assist local organizations in securing SBA and conventional financing to implement desired projects.

In addition, through the use of CETA and Project Yes employees, the City will increase its capacity to maintain the municipal parking lots and clean the local streets on a regular basis. This will be carried out in conjunction with City departments.

The Housing Improvement Program, which is funded at \$350,000 for the coming year, will be targeted to encourage upgrading of eligible structures in the vicinity of Cleary Square. Its past success in generating \$1.5 million in home improvements in Hyde Park since 1975 is expected to continue.

In summary, the Hyde Park Boston Plan will focus on improving Cleary Square over the next three years by concentrating on transportation issues, storefront improvement, improved self-image, and increased private / public co-sponsorship of cultural and recreational activities in the Square.

D. Schedule of Activities

104-unit elderly housing development - Summer Street	Begin construction, Summer of 1978 - Completion date, Spring 1980
Completion of Winthrop Street Parking Lot	Summer 1978
Redesign of major traffic intersections in Cleary Square	Fall 1978 - Fall 1979
Tree planting and installation of amenities in Cleary Square	Spring 1979
Implementation of RESTORE business district improvement program	1978 - 1980
Feasibility analysis of Transportation Terminal	Fall 1978 - Spring 1979 Construction 1979-1981
Hyde Park Community Development Corporation's program design and implementation	1978 - 1982

In addition to the investments planned for Cleary Square, the City is focusing its Neighborhood Improvement Program on the other residential areas in Hyde Park. Below is a summary of planned investments for the other areas of Hyde Park.

Housing Improvement Program	\$350,000
Fairmount Housing Project, Security Patrol	32,120
Ross Field, Security Patrol	16,060
Hyde Park YMCA Renovations	28,700
Hyde Park Youth Activities Development Corp.	15,000
Senior Shuttle	34,000
St. Anthony's Day Care Center	25,000
Tree Planting	22,000
Street Resurfacing	109,600
Ross Field, Lighting	90,000

The total Neighborhood Improvement Program for Hyde Park in 1978-79 is \$820,545.

V. HOUSING REVITALIZATION PLAN

The Cleary Square area has only a few residential structures. The Housing Improvement Program will be the primary resource for rehabilitation assistance.

TOTAL STRUCTURES: 109

PAST PARTICIPATION IN THE HOUSING IMPROVEMENT PROGRAM:

Certified cases	11
Cases in Process and expected to reach completion	<u>10</u>
 TOTAL STRUCTURES REHABILITATED:	 21

ANTICIPATED FUTURE PARTICIPATION IN THE HOUSING IMPROVEMENT PROGRAM: 5 Year Plan

Future participation in HIP for Cleary Square is expected to average 9 cases per year over the next five years. Thus, a total of 45 structures, of those listed as being in good and fair condition, may be rehabilitated over the next five years. Past experience suggests that other structures, particularly those in good condition, may be rehabilitated by the owners without assistance from the City, as the Cleary Square revitalization effort takes hold.

The housing stock in Hyde Park is generally very well maintained. The suburban character of this neighborhood is primarily evidenced by the high proportion of owner-occupancy (58% vs. 27% City-wide) and two - family wood frame houses. There were a number of small and mid-size garden apartment buildings constructed during the 1960's all of which are privately owned and non-subsidized. Under the Housing Improvement Program, over 1,100 homeowners have made repairs to their homes. This successful program is particularly suited for assuring maintenance of existing housing units in Hyde Park.

The NSA program will allow new construction of elderly housing, to provide a necessary addition to the mix of housing types in Hyde Park generally, and Cleary Square in particular. The Section 8 NSA request is for 100 units of new construction elderly housing.

CLEARY SQUARE RESIDENTIAL
BUILDING CONDITIONS SURVEY

<u>CONDITION</u>	<u># STRUCTURES</u>	<u>% TOTAL</u>
Excellent Condition Avg. \$500 rehab/unit	20	18%
Good Condition Avg. \$2,000 rehab/unit	67	62%
Fair Condition Avg. \$5,000 rehab/unit	20	18%
Poor Condition Avg. \$8,000 rehab/unit		
Demolition	<u>2</u>	<u>2%</u>
TOTAL:	<u>109</u>	<u>100%</u>

MARKET VALUES

According to BRA Research Department analysis of recorded sales in 1975, the average market values in the Hyde Park area in 1975 were as follows:

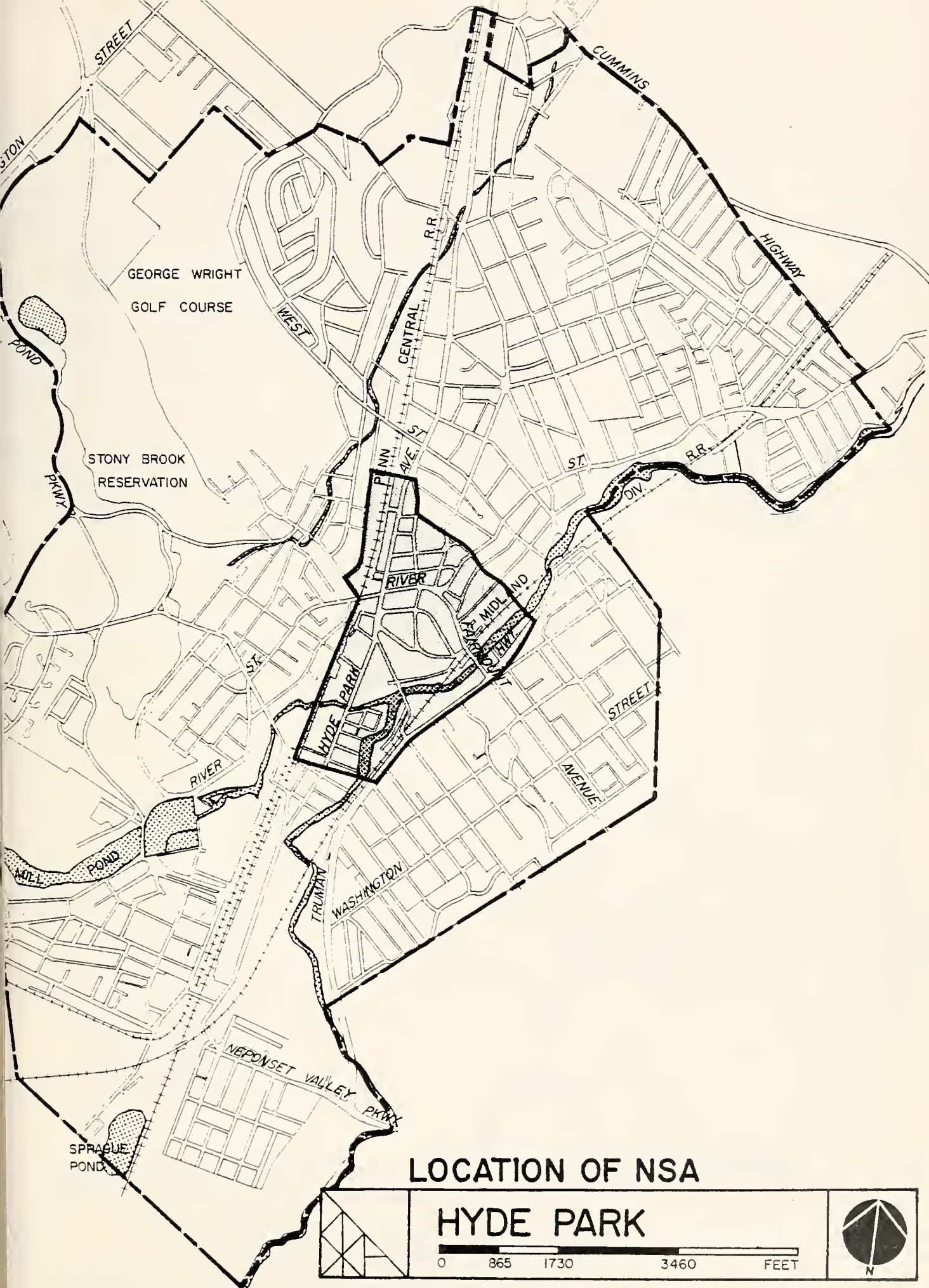
<u>1 - Family</u>	<u>2 - Family</u>	<u>3 - Family</u>
NSA: \$22,800	\$24,500	\$25,400
CITY: \$24,805	\$23,937	\$20,267

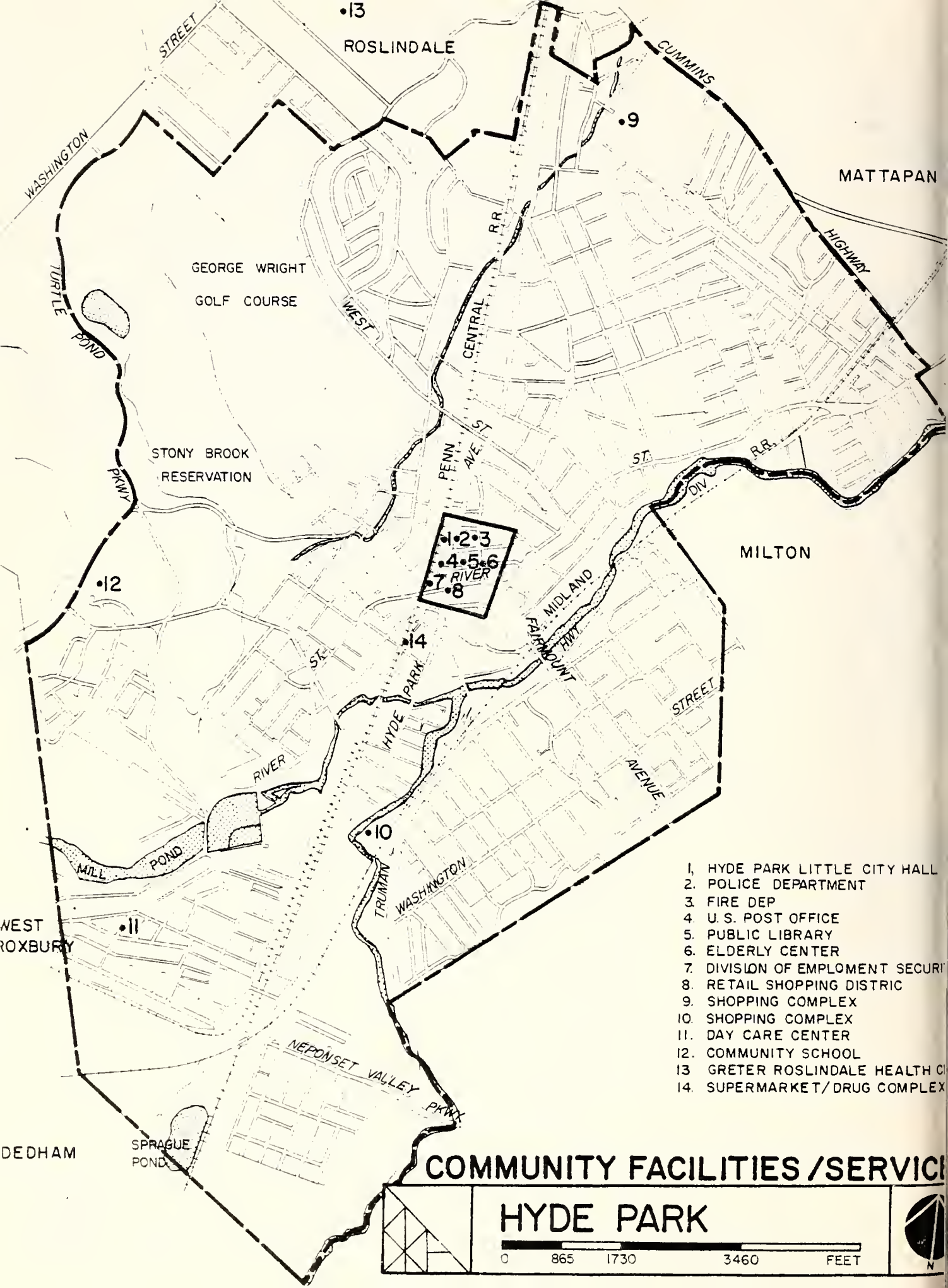
RENT LEVELS

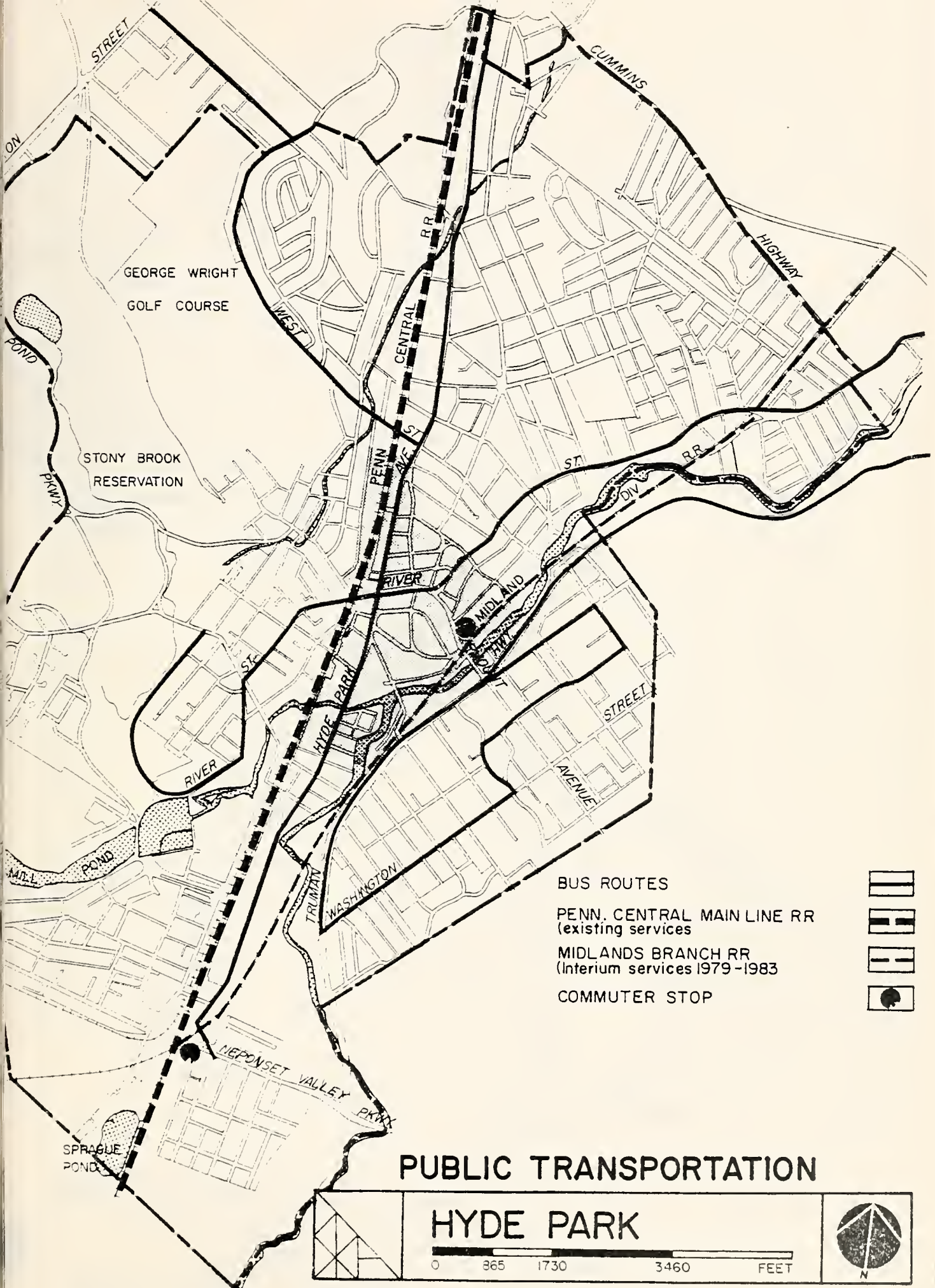
Based on recent newspaper advertisements for apartments, rent levels for a 2-bedroom (5 room) apartment in a two- or three-family house range from \$225 to \$250. Rent does not include heat.

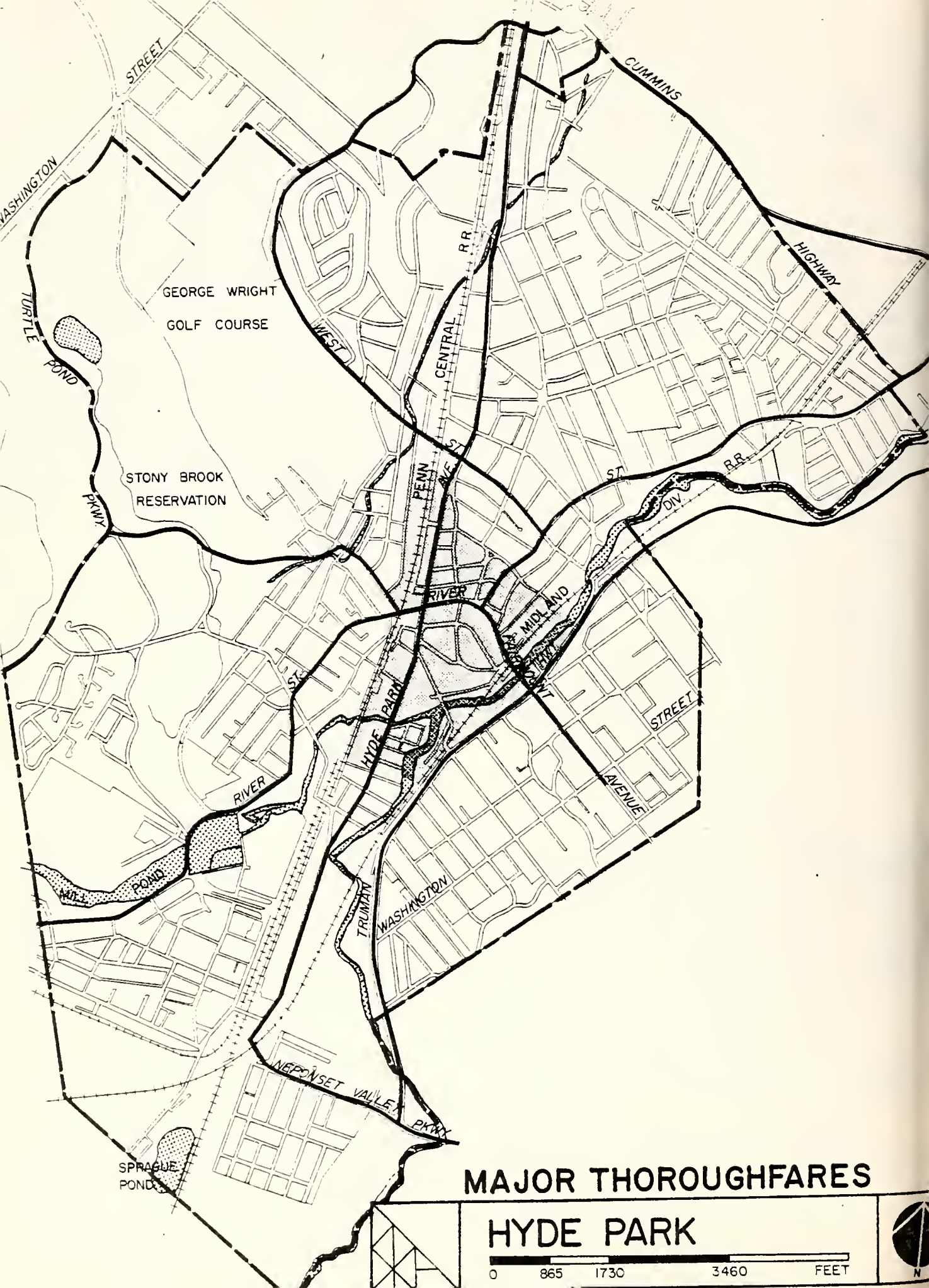
VI. Citizen Participation

The Hyde Park community has been involved in the development of the revitalization strategy, through the Boston Plan and Community Development Program. The City is negotiating an agreement with the newly-formed Hyde Park Community Development Corporation, a group representative of the neighborhood and local community groups, to officially represent the Hyde Park neighborhood. Both residents and groups will continue to be involved in development and implementation of the Neighborhood Strategy.









WASHINGTON STREET

CUMMINS HIGHWAY

GEORGE WRIGHT
GOLF COURSE

STONY BROOK
RESERVATION

RR

CENTRAL

AVENUE

PENN

RIVER

HYDE PARK

WASHINGTON

TRUMAN

NEPONSET VALLEY

PKWY

ST

DIV

MIDLAND

STREET

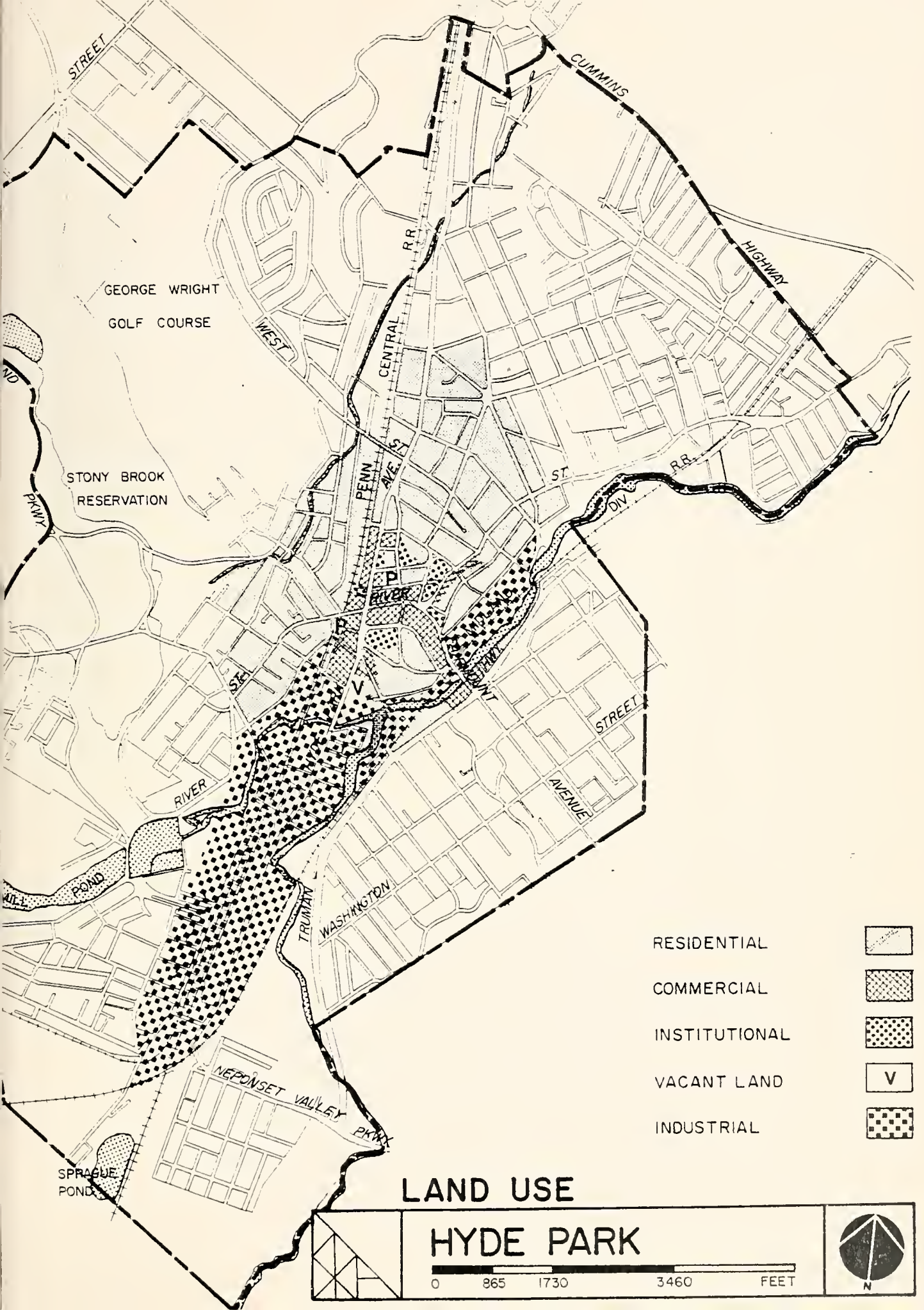
AVENUE

MAJOR THOROUGHFARES

HYDE PARK

0 865 1730 3460 FEET





E. DORCHESTER

DORCHESTER

I. INTRODUCTION

The Dorchester Neighborhood Strategy Area (NSA) was selected because it is a strong neighborhood with two small pockets of deterioration which can be restored through a combination of Section 8 rehabilitation of vacant structures and concentrated City improvements under the Neighborhood Improvement Program.

The Dorchester NSA is one of eight sub-neighborhoods which is a Targeted Investment Area in this year's CDBG/capital budget program. The City selected this neighborhood for concentrated investments to produce substantial improvement within a short period of time. A combination of housing programs and physical improvements are budgeted within the NSA (see Section IV, Current Investment Program). The NSA Section 8 units will complement the City's current and future investment programs.

II. DEMOGRAPHIC AND PHYSICAL CHARACTERISTICS

A. Physical Characteristics

Dorchester, located in southeastern Boston, was first settled and incorporated in 1630. For nearly 200 years it developed primarily as a farming area with the waterfront and the Neponset River providing the basis for small commercial villages. Hyde Park and South Boston, originally part of Dorchester, were separated in the 1800's and in 1870 Dorchester was annexed to the City of Boston. Based on the extension of street car lines and the municipal water supply, a period of very rapid suburban development began. One and two family houses in a variety of Victorian styles were constructed throughout Dorchester in the late 1800's; later, a new building code stimulated the development of the three-family housing style which became known as the triple decker.

HOUSING CHARACTERISTICS - 1970 CENSUS

	<u>NSA</u>	<u>CITY</u>
TOTAL RESIDENTIAL STRUCTURES	600	80,700
% owner-occupied	83%	
TOTAL DWELLING UNITS	1,705	232,856
Owner-occupied units	497	58,100
Units in single family structures	150	-
Units in 2-4 unit structures	1,241	-
Units in 5-9 unit structures	194	-
Units in 10 and over unit structures	120	-

There is a high degree of homeownership in this neighborhood, and a number of the investor-owned structures are owned by people who live in the neighborhood. 82% of the housing units in the NSA are in 1-4 unit structures, as opposed to 11% in 5-9 unit structures and only 7% in larger buildings.

B. Demographic Characteristics

The Dorchester NSA, near the center of Dorchester, is a residential area of approximately 5,200 people. In 1970 the population was 99% white and less than 1% black; this has changed very little. The elderly (65 and over) comprised over 13% of the population and youth (19 and under) 37%, both slightly over the Citywide average; this has not changed significantly since 1970. There are approximately 600 structures in the area, primarily two and three family homes; about 25% of the stock is single family homes.

DEMOGRAPHIC CHARACTERISTICS 1970 CENSUS

	<u>NSA</u>	<u>CITY</u>
TOTAL POPULATION	5,238	641,071
BLACK POPULATION	10	104,206
% of total	0.2%	16.3%
ELDERLY POPULATION (65 and over)	701	81,718
% of total	13.4%	12.7%
YOUTH POPULATION (19 and under)	1,938	213,477
% of total	37%	33.3%
MEDIAN INCOME	\$9,700	\$ 9,133

The median income for the NSA is above that of the City as a whole. In 1970, 67% of the population earned between \$5000 and \$15,000; again, this is higher than the citywide percentage (60%). The residents of this area can afford to own homes and improve their property.

<u>INCOME LEVEL</u>	<u># OF FAMILIES</u>	<u>(% OF TOTAL)</u>
\$0 - 5,000	201	(15.6%)
\$5 - 10,000	452	(35.0%)
10 - 15,000	412	(31.9%)
15,000+	<u>226</u>	(17.5%)
TOTAL	<u>1,291</u>	

<u>AGE LEVEL</u>	<u># OF PERSONS</u>	<u>(% OF TOTAL)</u>
0 - 19	1,938	(37.0%)
20 - 24	426	(8.1%)
25 - 44	1,127	(21.5%)
44 - 64	1,046	(20.0%)
65+	<u>701</u>	(13.4%)
TOTAL	<u>5,238</u>	

NO. OF PEOPLE LIVING IN SAME HOUSE IN 1970 AS IN 1965: 3,028 people
(57.8% of total)

III. CONFORMANCE WITH SITE AND NEIGHBORHOOD STANDARDS

A. Adequate Utilities and Streets

The utilities servicing the sites have been determined adequate for residential use. The City's water and sewer systems are more than ample for domestic flow. For both sanitary and storm drainage the minimum pipe diameter is 10". Private utility companies supply electricity and gas. Boston Edison provides 120 amp service on a regular basis and 220 service upon request. Street reconstruction, including sidewalks and new street lighting, have been a high priority within the City's Capital Improvement Program. (see Section IV).

B. Compliance with Fair Housing Laws and Procedures

Proposed rehabilitation sites are suitable from the standpoint of facilitating and furthering full compliance with the applicable provisions of Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Executive Order 11063, and HUD regulations issued pursuant thereto.

C. Promotion of Greater Choice of Housing Opportunities

The NSA will promote a greater choice of housing opportunities for residents of Boston and the surrounding areas. This neighborhood is stable, well-kept, and surrounded by strong neighborhoods.

D. Environmental Conditions

The proposed sites are determined to be free from serious adverse environmental conditions as evidenced by the following:

- It is not anticipated that any of the proposed rehabilitation sites will produce an increase in the types or quantities of air emissions.
- Nor will the sites mandate any changes in transportation patterns.
- All the sites will utilize existing water and sewer systems (this should not affect the capacity of the systems).
- With the exception of construction debris, there will not be an increase in solid wastes produced by the proposed sites nor its primary users.
- Except for the rehabilitation period, the noise level will not be affected. In addition, the noise and dust impact from the rehabilitation activities will be controlled through compliance with the applicable regulations of the Boston Air Pollution Control Commission.
- The rehabilitation debris will be promptly removed to approved sites.

In general, there is expected to be a substantial beneficial impact of the proposed rehabilitation sites within the respective and immediate neighborhoods in terms of physical, social and aesthetic amenities.

E. Consistency with Housing Assistance Plan

The sites are consistent with the City's most recent Housing Assistance Plan; both census tracts covered by the NSA are included in the HAP.

F. Access to Services, Employment

The proposed sites are accessible to community facilities, including playgrounds, branch libraries, health centers and hospitals, and churches. The Fields Corner shopping area is just to the north of the neighborhood strategy area. (See maps).

G. Access to Transportation

Three bus routes pass through the neighborhood strategy area, and there are three Red Line rapid transit stations within easy walking distance. (See maps).

H. Relocation

The buildings proposed for rehabilitation under the Section 8 Program are vacant; no relocation is anticipated.

One building - [REDACTED] - is partially occupied at this time. If this building is rehabilitated under the NSA Program, the tenants will be provided relocation assistance. The tenants are elderly, and would be given priority in the Section 8 units on Adams Street, Florida, or Templeton Street.

I. Flood Hazard Area

The area is not located in a flood hazard area.

J. Feasibility of Rehabilitation

The properties identified as potential structures for substantial rehabilitation are structurally sound, brick buildings. The vacant buildings are boarded.

Rehabilitation of other structures in the area has been ongoing through the City's Housing Improvement Program. Past experience demonstrates both the willingness and ability of property owners to participate in housing revitalization.

IV. NEIGHBORHOOD REVITALIZATION PLAN

A. Current Investment Program

The City's current investment program in the NSA is funded by a combination of CDBG funds and the City's Capital Improvement budget. The NSA is designated as a Concentrated Investment Area to receive investments over a period of time to make a major impact. This year's program within the NSA is:

\$72,000 for lighting on Adams Street
(Ashmont Street - Gibbons Street).

\$189,000 for lighting on Templeton Street
(Dorchester Avenue - Adams Street)

\$14,000 for lighting on Mallett Street
(Adams Street - Florida Street)

\$20,000 for Investor-Owner Housing Improvement Program.

A major marketing effort of the Housing Improvement Program for owner-occupants within the neighborhood.

A targeting of the demolition and boarding program.

A targeting of the Open Space Management Program (cleaning, grading and fencing vacant lots)

There are other current investments which will serve the residents of the NSA. They are:

\$34,000 for Senior Shuttle to provide free transportation services for the elderly.

\$35,000 to continue the elderly programs at Kit Clark Senior House.

\$25,000 for a marketing and brokerage program in Fields Corner business district to provide needed assistance to find new tenants and forecast potential new markets and demands.

\$25,000 for a police foot patrol in the Fields Corner commercial area.

In addition, the Mayor has formed a Neighborhood Retail Development Task Force comprised of private sector marketing and design specialists to assist the merchants in Fields Corner in revitalizing their business district. The Task Force will define development needs, create a timetable for implementing development strategies and create promotional schemes for helping local merchants market their assets.

The City has received \$23 million in Y.E.S. funds from the Department of Labor to be spent over the next two years. The Dorchester NSA is one of the areas in Dorchester to receive Y.E.S. funds. Of the first 1100 enrollees in the Y.E.S. Program in Boston, 49% of the enrollees were from Dorchester.

PROPOSED INVESTMENT PROGRAM

<u>ACTIVITY</u>	<u>FUNDS NEEDED</u>	<u>SOURCE</u>	<u>TIMETABLE 1979-1983</u>
Dorchester Ave Reconstruction	See Footnote No. 1	Ch. 90 or Urban Systems	1981-82
Dorchester Ave. Lighting	See Footnote No. 1	Ch. 90 or Urban Systems	1981-82
Boarding and Demolition Program	Part of Dorchester-Wide Program	CD	Each Year
Open Space Management Program	Park of Dorchester-Wide Program	CD	Each Year
Police Foot Patrol in Fields Corner	\$30,000 / Yr.	CD and Operating Budget	Each Year
Construction of Shopping Sitting Area in Fields Corner	\$ 40,000	CD or Capital Budget	1979-1980
Housing Improvement Program	Part of Dorchester-Wide Program	CD	1979-1980
Investor Owner HIP	\$40,000	CD	1979-1980
Residential Street Reconstruction	See Footnote No. 2	CD or Capital Budget	Each Year
Residential Street lighting	See Footnote No. 2	CD or Capital Budget	Each Year
Residential Sidewalk Reconstruction	See Footnote No. 2	CD or Capital Budget	Each Year
Sewer & Water Line Cleaning Replacement	See Footnote No. 2	CD or Capital Budget	Each Year
Improved City Services: Street Cleaning, Housing Inspection, Etc.		Operating Budget	Each Year
Street Trees		CD	Each Year

FOOTNOTES

1. Amount of funding necessary will be dependent upon the limits of construction and estimates of necessary work.
2. Street and sidewalk reconstruction, street lighting and sewer and water line work should be programmed each year on an as-needed basis after survey and analysis.
3. The City's intention is to make funds available to the NSA over the next few years in approximately the same amount as this year's funding under the NIP given similar Citywide levels of City and CDBG funds.

V. HOUSING REVITALIZATION PLAN

The following statistics present information about the housing stock in the NSA and the City's programs for rehabilitation of the stock.

TOTAL STRUCTURES	600
TOTAL OWNER-OCCUPIED	498
TOTAL INVESTOR-OWNED	102

Eighty three percent of the housing stock is owner-occupied.

HOUSING REHABILITATION REBATE PROGRAMS

Most property owners in the Dorchester NSA have the financial means to affords some or all of the housing repairs needed. The City's Housing Improvement Program has been operating successfully in this area, providing a 20% rebate to non-elderly owner-occupants and a 50% rebate to elderly owner-occupants.

HOUSING IMPROVEMENT PROGRAM

Cases in Process	69
Cases Completed	122
Total Cases	191
Average Cost of Repairs/ structure	\$3550
Projected HIP Activity	45 cases per year

PILOT INVESTOR-OWNER REBATE PROGRAM

Total investor-owned structures	102
---------------------------------	-----

\$20,000 has been allocated from the Community Development Block Grant for this program. It is projected that the average (20%) rebate will be \$700, and that about 30 cases will be undertaken with this first year's allocation of funds. It is anticipated that additional community development funds will be allocated to this program in future years.

BUILDING CONDITIONS SURVEY

<u>CONDITION</u>	<u># STRUCTURES</u>	<u># UNITS</u>
Excellent Condition Avg. \$500/unit repairs	280	570
Good Condition Avg. \$2000/unit repairs	211	653

Fair Condition	99	391
Avg. \$5000/unit repairs		
Poor Condition	9	87
Avg. \$8000/unit repairs		
Demolition	$\frac{1}{600}$	$\frac{4}{1705}$

EXCELLENT CONDITION: The buildings in excellent condition require minimum repairs. Many of these buildings may have been rehabilitated under the Housing Improvement Program. More than 45% of the structures in the NSA are in this category. These structures are primarily owner-occupied.

GOOD CONDITION: These buildings are in need of minor repairs, possibly one major repair. For example, the structure may need some carpentry work, painting or updated electrical system. This rehabilitation may be undertaken through the Housing Improvement Program, for eligible owner-occupants, or through the Investor-Owner Rebate Program. About 36% of the structures fall in this category.

FAIR CONDITION: These buildings need several repairs of a major or minor nature, such as roof, painting and porch repair. Repairs will cost approximately \$5000/unit. Some of these buildings may be rehabilitated under the Housing Improvement Program or Investor-Owner Rebate Program.

POOR CONDITION: These buildings need major repairs, possibly gut rehabilitation. The buildings may be vacant. Most of the structures in this category are proposed to be rehabilitated under the NSA Program. These buildings represent approximately 1% of the housing stock.

DEMOLITION: Unsafe buildings will be demolished.

It can be assumed that the Housing Improvement Program will continue to operate at the same level; thus an average of 45 cases per year will be completed in the NSA. Over a 5-year period, 225 cases will be completed. It can be assumed that the Pilot Investor-Owner Program will continue for at least three years, and that 90 cases will be completed. Thus, between these two programs, those structures in "good" and "fair" condition will be rehabilitated.

MARKET VALUES

According to BRA Research Department analysis of recorded sales transactions in 1975, the average market values in the Dorchester-Neponset area in 1975 were as follows:

<u>1 - Family</u>	<u>2 - Family</u>	<u>3 - Family</u>
NSA: \$21,500	\$22,700	\$19,600
CITY:\$24,805	\$23,937	\$20,267

RENT LEVELS

According to realtors in the Neighborhood Strategy Area who rent units in the two- and three-family houses (the predominant housing stock), rent levels range from \$145 to \$175 for a 2-bedroom (5 room) apartment. Rent does not include heat.

VI. COMMUNITY PARTICIPATION

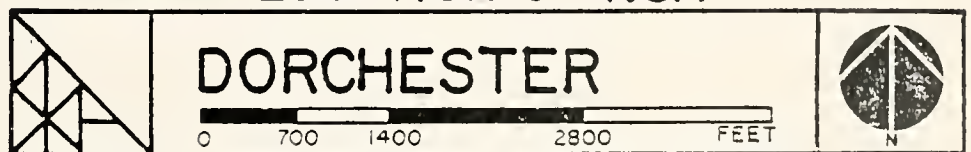
The residents and property owners in the NSA were involved in the development of the City's Neighborhood Improvement Program (CDBG plus City capital budget). Many small meetings throughout the year were held to discuss neighborhood issues and investment needs and were part of the process of determining allocation of funds for this year's NIP. Two Dorchester-wide meetings were held so that residents could make further suggestions for projects to be funded through CDBG (written requests were also accepted before and after the meetings).

Many meetings have been held with the local neighborhood groups specifically around the issue of the vacant buildings in their neighborhood and alternatives available to address the issue. At the most recent meetings, when the NSA program was discussed, the neighborhood groups expressed their support for the City's application and the use of Section 8 funds in their neighborhood.

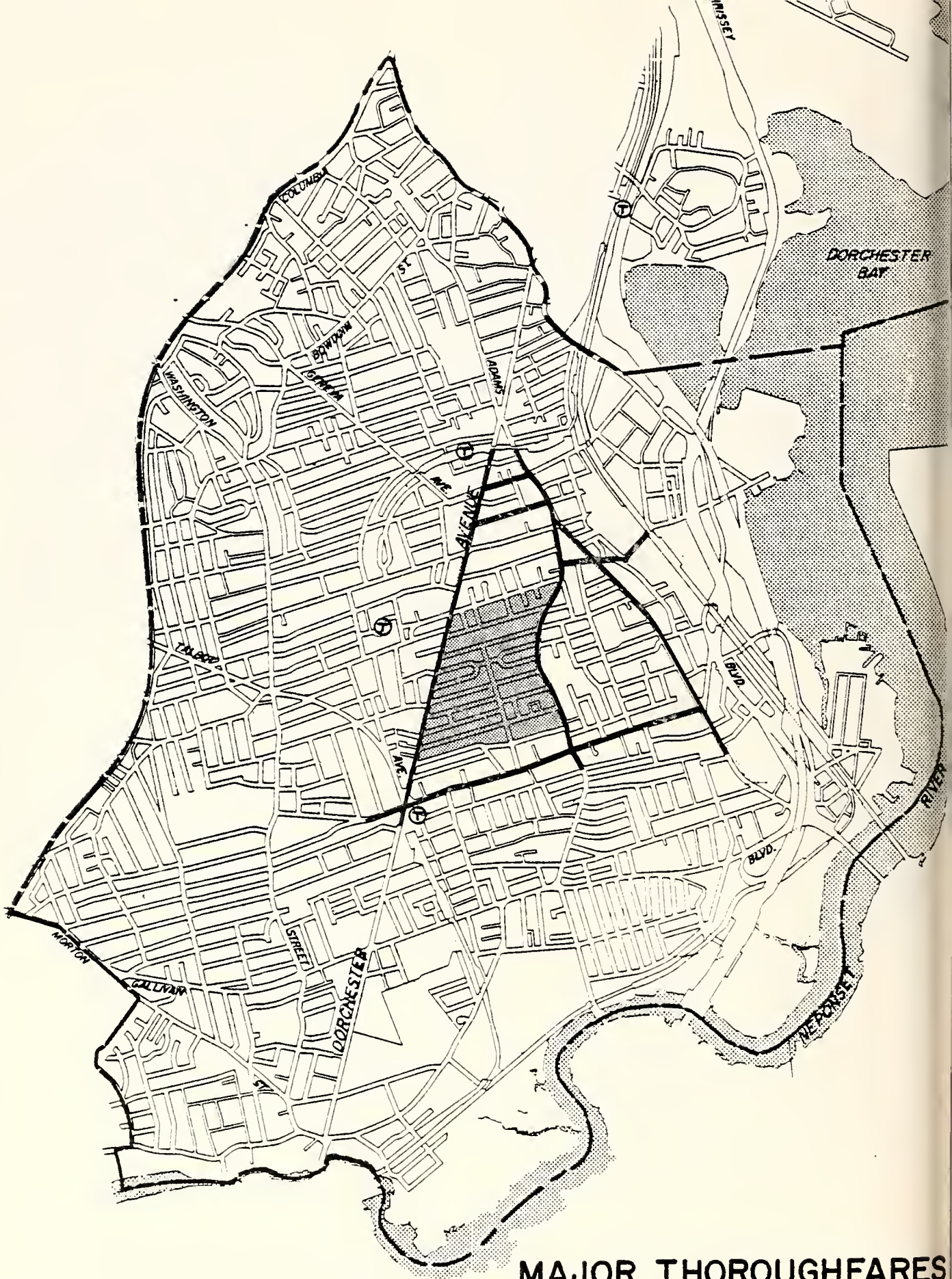
It is the City's intention to keep the neighborhood groups involved throughout the process. They will be involved in establishing priorities for future public investments, in selection of developers for the NSA program, etc.



LOCATION OF NSA



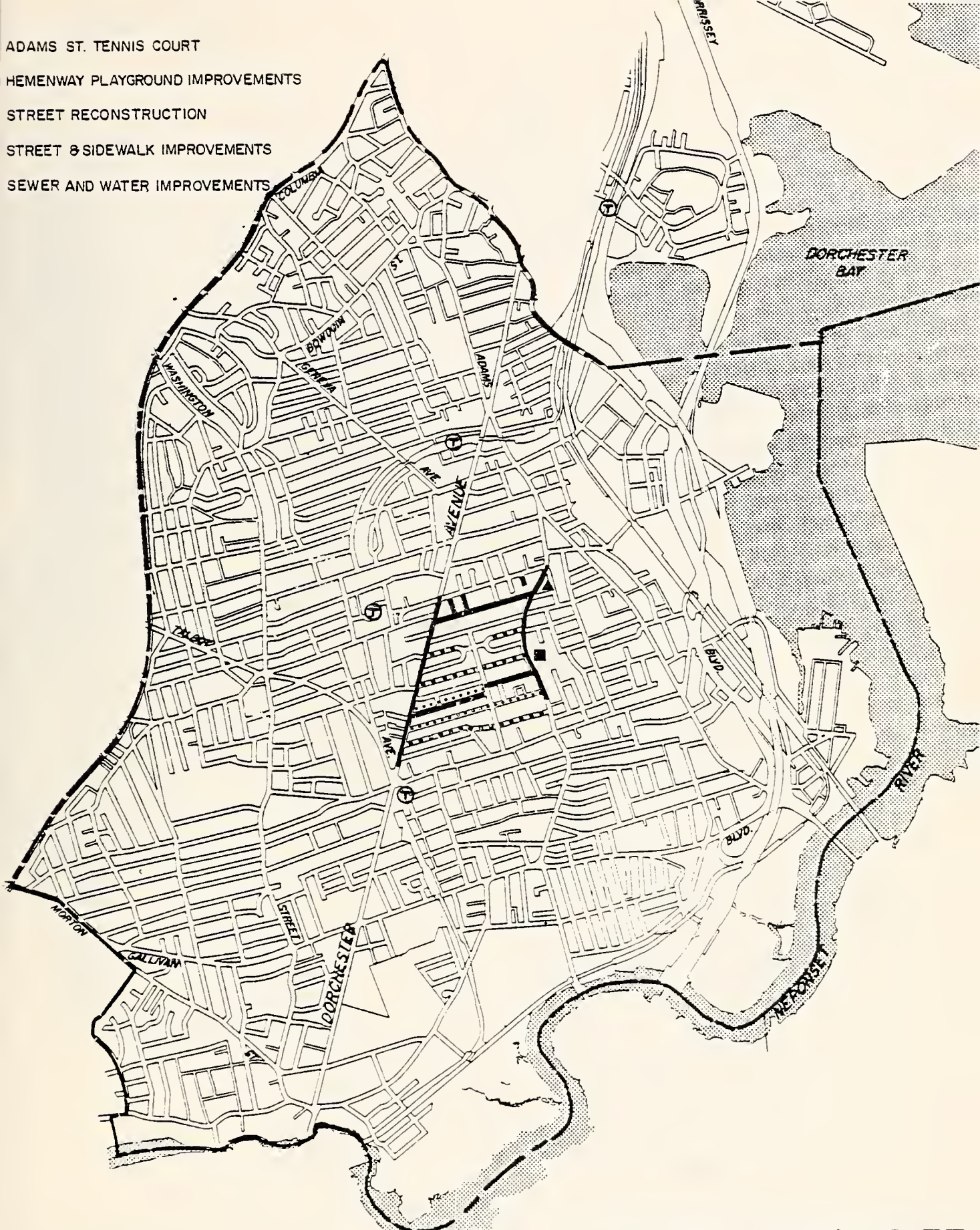
DORCHESTER



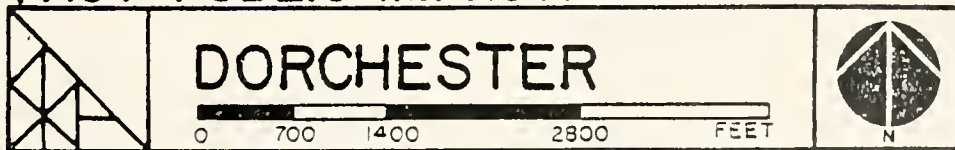
MAJOR THOROUGHFARES

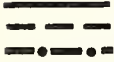
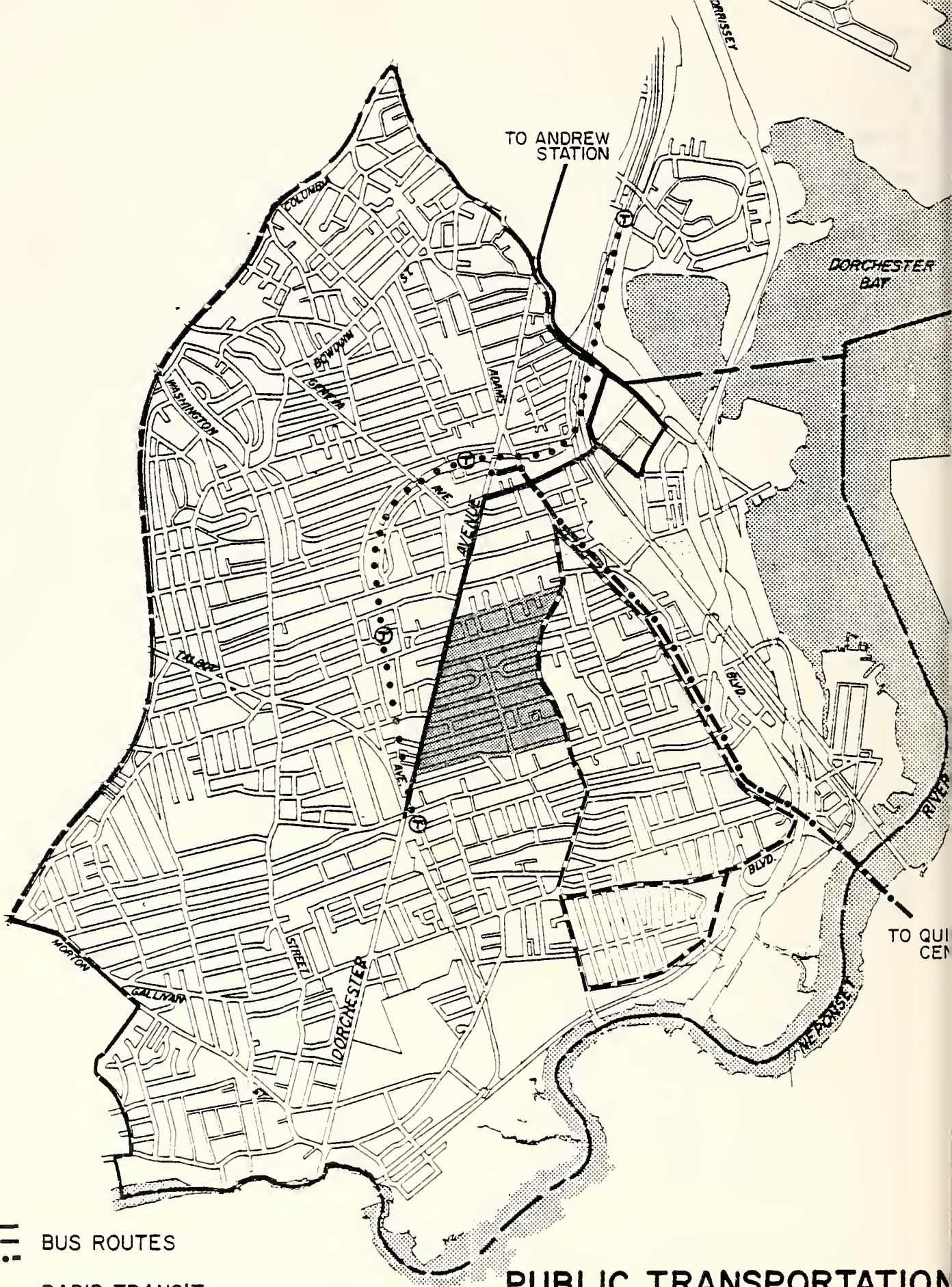


- ADAMS ST. TENNIS COURT
- HEMENWAY PLAYGROUND IMPROVEMENTS
- STREET RECONSTRUCTION
- STREET & SIDEWALK IMPROVEMENTS
- SEWER AND WATER IMPROVEMENTS



PAST PUBLIC IMPROVEMENTS 1968-77





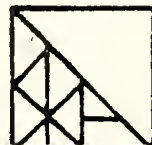
BUS ROUTES



RAPID TRANSIT
- STATIONS

PUBLIC TRANSPORTATION

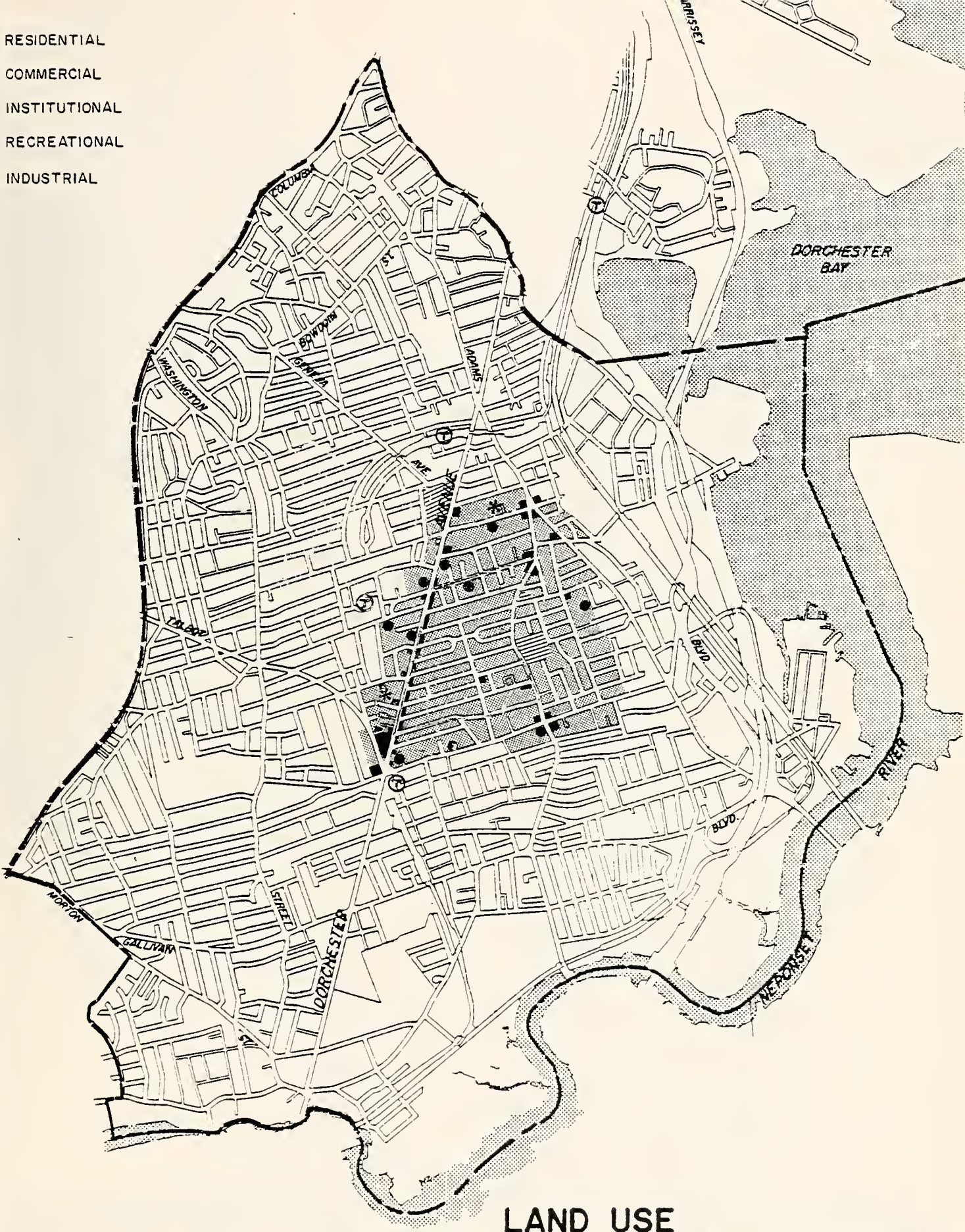
DORCHESTER



0 700 1400 2800 FEET



- RESIDENTIAL
- COMMERCIAL
- INSTITUTIONAL
- RECREATIONAL
- INDUSTRIAL

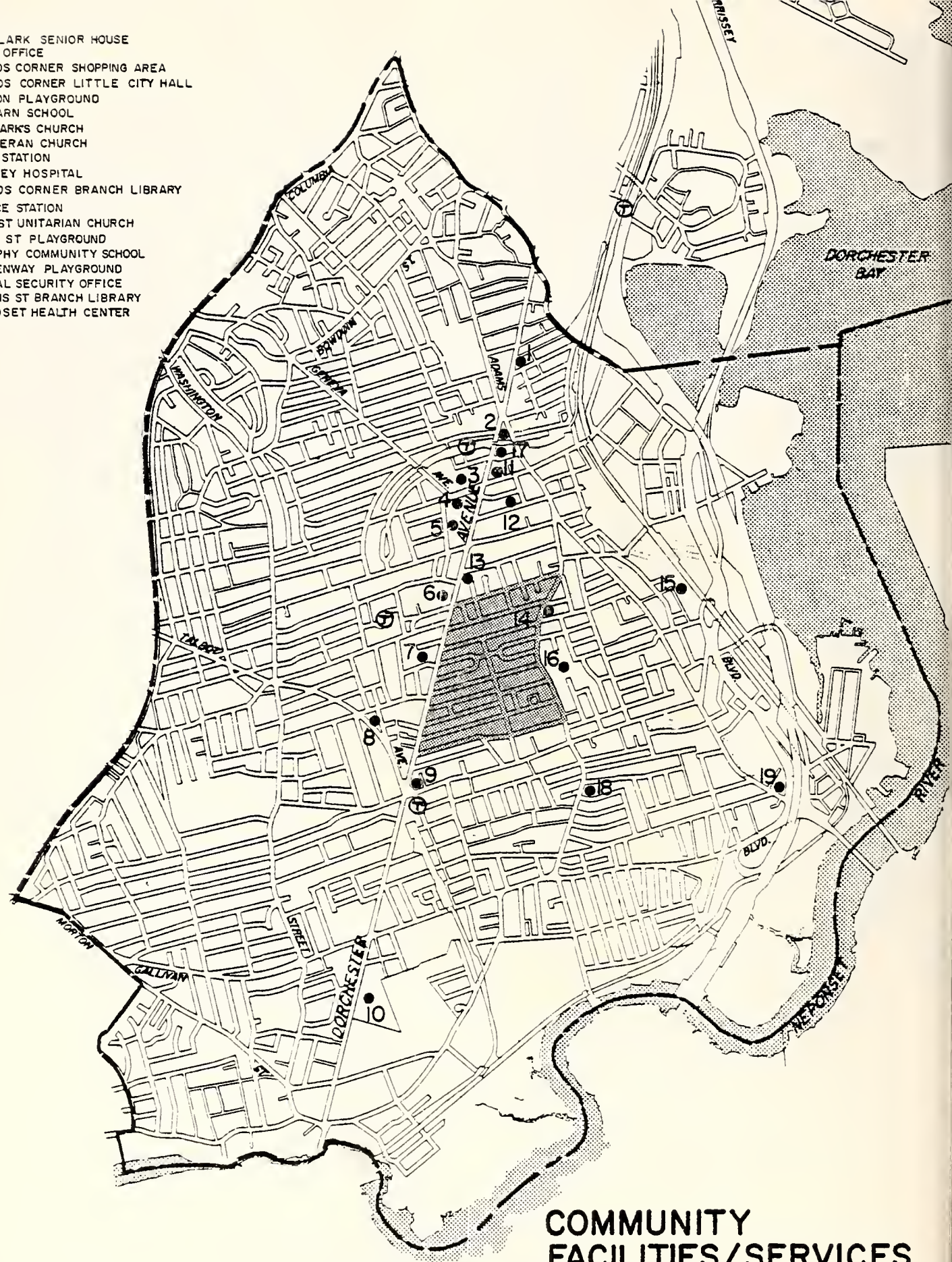


LAND USE

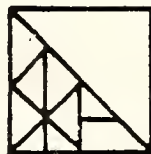


DORCHESTER

1. KIT CLARK SENIOR HOUSE
2. POST OFFICE
3. FIELDS CORNER SHOPPING AREA
4. FIELDS CORNER LITTLE CITY HALL
5. GIBSON PLAYGROUND
6. O'HEARN SCHOOL
7. ST MARK'S CHURCH
8. LUTHERAN CHURCH
9. FIRE STATION
10. CARNEY HOSPITAL
11. FIELDS CORNER BRANCH LIBRARY
12. POLICE STATION
13. CHRIST UNITARIAN CHURCH
14. KING ST PLAYGROUND
15. MURPHY COMMUNITY SCHOOL
16. HEMENWAY PLAYGROUND
17. SOCIAL SECURITY OFFICE
18. ADAMS ST BRANCH LIBRARY
19. NEPOSET HEALTH CENTER

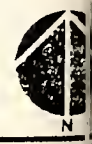


COMMUNITY FACILITIES/SERVICES



DORCHESTER

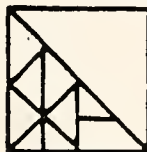
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TARGETED HIP PROGRAM
 TARGETED OPEN SPACE MANAGEMENT PROGRAM
 TARGETED DEMOLITION AND BOARDING PROGRAM
 ABSENTEE OWNER HIP PROGRAM
 MARKETING AND BROKERAGE PROGRAM
 COMMERCIAL CENTER FOOT PATROL
 NEW OR IMPROVED STREET LIGHTING



CURRENT CDBG/
 CAPITAL BUDGET PROGRAM



DORCHESTER

0 700 1400 2800 FEET





LETTERS OF COMMUNITY SUPPORT:

1. Roxbury/Sav-More and Franklin Field, from the Blue Hill Avenue Commission;
2. Chinatown, from the Chinese Consolidated Benevolent Association; Greater Boston Chinese Cultural Association;
3. Hyde Park, from the Hyde Park Development Company;
4. Dorchester, from Pope's Hill Neighborhood Association, Committee to Stay in Neponset, and Templeton Street Block Association.*



United Community Planning Corporation

14 Somerset Street, Boston, Massachusetts 02108
Telephone (617) 742-2000

May 22, 1978

Mr. Andrew M. Olins
Mayor's Housing Advisor
City Hall - Room 812
1 City Hall Square
Boston, MA

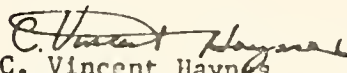
Dear Mr. Olins:

As Chairman of the Blue Hill Avenue Commission's Housing Committee, I want to express the Committee's support for the Section 8 Neighborhood Strategy Areas Program for Sav-More and Franklin Field. We support this and other efforts to develop neighborhood revitalization programs for the Corridor, and look forward to continuing to work with your office on implementation and design of housing programs for the Blue Hill Avenue neighborhoods.

We are anxious to see an aggressive effort to attract all possible forms of programs which will entitle all of the community's residents the opportunity to participate in this revitalization plan.

Thank you for your kind attention and support.

Sincerely yours,


C. Vincent Haynes
Chairperson
Housing Committee

cvh:d

Officers and Executive Committee

David R. Pokross, Sr.
Chairman of the Board

Helen B. Spaulding
President

Kenneth R. Russano
Vice President

Samuel Rabinowitz
Treasurer

Erna B. Bryant, Ed D.
Secretary

Jerome J. Wild
Executive Vice President

Nancy B. Beecher

Irving H. Chase

George Goodwin Jr. Ph D

Board of Directors*

David J. Brady

Matthew Brown

Helene R. Cannors

Carmen S. Canino

Caroline J. Chang

Melville Chapin

John H. Clymer

Juan M. Colfield

Eleanor T. Daly

Joseph C. Donnelly Jr.

Ms. Olga J. Dummitt

Harry M. Durning

Newell Flather

Robert H. Gardiner

Arthur J. Gartland

Cecile H. Gordon

William C. Mercer

Valentine P. Murphy

John W. Prendergast

M. Daniel Richardson, Jr.

Edward C. Stanger

Carolyn K. Stewart

Stephen V. Tang

Elizabeth H. Teeven

F. Frank Vorenberg

Robert F. Walsh

Charles F. Woodard

*Includes Officers
and Executive Committee

PLANNING
UNITED OF



United Way
of Boston and area

THE PLANNING
PARTNERSHIP



United Way
of Boston and area

所公華中耑英紐
CHINESE CONSOLIDATED BENEVOLENT ASSOCIATION
OF NEW ENGLAND

14 OXFORD STREET
BOSTON, MASSACHUSETTS 02111 - U.S.A.

May 17, 1978

Mr. Andy Olins, Special Assistant
to Mayor White on housing
Mayor's Office
City Hall
Boston, Mass. 02201

Dear Mr. Olins:

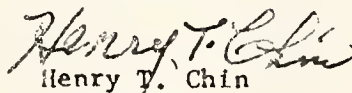
On behalf of the Chinese Consolidated Benevolent Association which is the umbrella head of all the organizations in Boston's Chinatown I write to offer my very strong support for the City's application to HUD for special Section 8 Neighborhood Strategy Area funding.

The Chinese Community is also very pleased to learn from you that of the 500 odd slots the City will be applying Chinatown will be allocated about 150 Section 8 slots.

The need for family type of housing is desperately needed in Chinatown. The Hart Poll graphically demonstrated such a need. Many of the housing in Chinatown are old and dilapidated. Section 8 Neighborhood Strategy Area funding will assist in housing rehabilitation in this area.

Enclosed please find a community structure chart that indicates the CCBA has the authority to speak for the Chinese Community.

Sincerely,


Henry T. Chin
President

Encl.

APPENDIX A : CONSOLIDATED LISTING

Chinese Consolidated Benevolent Association of New England

President & Officers, & Advisors

Chinese Consolidated Benevolent Association Council

12 "Basic" Organizations

1. On Leung Chinese Merchants Association
2. Hip Sing Association
3. Kuo Min Tang
4. Chinese Free Masons
5. Chinese Women's Club
6. American Legion, Chinatown Post
7. Kew Sing Music Club
8. Chinese YMCA
9. Chinese Evangelical Church
10. Chinese American Civic Association
11. Ni Lun Association
12. Hoy Kew Association

13 Family Associations

1. Gee How Oak Tin Ass'n (Chin, Woo, Yuen)
2. Wong Family Association
3. Yee Family Association
4. Goon Family Association
5. Lee Family Association
6. Gee Family Association
7. Eng Family Association
8. Moy Family Association
9. Lung Kong Association (Lew, Kwan, Cheung, Chiu)
10. Leung Family Ass'n
11. Fung Luen Association
12. Chin Luen Association
13. Gee Tak Sam Tak Family Association

23 Councilors

Elected from all the business establishments in Chinatown

(about 25 restaurants
17 food shops
7 gift shops
4 book stores
and 27 other establishments)

Standing Committees

1. South Cove Urban Renewal Committee
2. Tai Tung Housing Committee
3. Po Gan Wai
4. Chinese Community Center Building Committee
5. R-1 Parcel Committee
6. R-3, R-3A Parcel Committee
7. Tufts-New England Medical Center Negotiating Committee

Chinese Consulate General Office at Boston

All members of the Chinese Community of New England are automatically members of CCBA by CCBA Constitution and Bylaws

Affiliate
South Cove Golden Age Center

Chinatown Little City Hall

4 Glenfield East
Weston, Mass. 02193

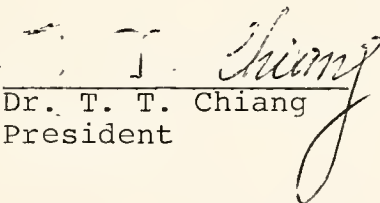
May 26, 1978

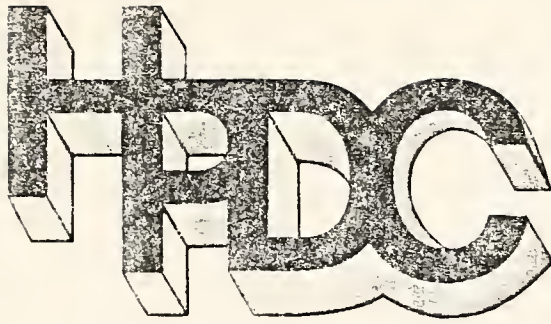
Mr. Andrew Olins
Special Assistant
Mayor's Office
Room 812
1 City Hall Square
Boston, Mass. 02201

Dear Mr. Olins:

It has come to our attention that Boston Chinatown is being considered as part of the Neighborhood Strategy Area. We think that housing has been and will continue to be one of the most important problems facing this community. Consequently, it is imperative for the survival of this community that more housing be provided. As such, we wholeheartedly support the city's effort to include Chinatown for additional low-income housing units. If we can be of any further assistance by providing any additional information, please do not hesitate to call.

Sincerely yours,
Greater Boston Chinese Cultural Association

By 
Dr. T. T. Chiang
President



May 25, 1978

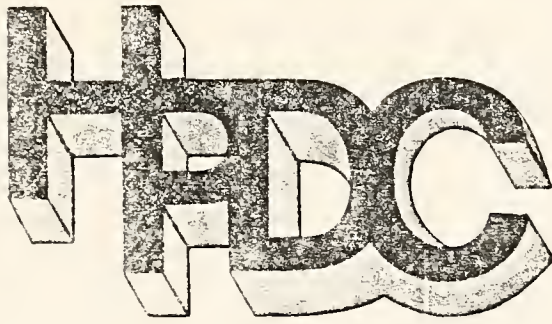
Mr. Andrew Olins
Special Assistant to the Mayor
Boston City Hall
Boston, MA 02201

Dear Mr. Olins:

The Hyde Park Development Company, Inc., representative of the diverse interests in Hyde Park with its membership of over 400 residents, is very much interested in the commercial revitalization of Cleary Square.

Cleary Square is our community's local shopping center and is located in the heart of Hyde Park. In many respects, its well being reflects the community's sense of confidence in the neighborhood and its future. To this extent, it is very important that the Cleary Square area be targeted for physical improvements by the City of Boston. The Neighborhood Strategy Area application for Hyde Park is an affirmation of the City's commitment to revitalize Cleary Square which this organization supports.

The need for elderly housing in Hyde Park is quite evident inasmuch as the elderly comprise a large segment of our population, and have few local housing opportunities available to them when they can no longer maintain the burden of homeownership. The site for the proposed new construction of an elderly project under the NSA program will increase the availability of needed elderly units while also physically improving the appearance of an otherwise vacant lot in Cleary Square.



Mr. Andrew Olins
May 25, 1978
Page 2

The Hyde Park Development Company, Inc., is, therefore, pleased to endorse the City of Boston's application to the Department of Housing and Urban Development for the Neighborhood Strategy Area Program in Cleary Square. The improved physical appearance of the district, coupled with the introduction of new residential units will further stimulate the public and private commercial revitalization efforts presently underway in Cleary Square.

We expect that HUD will review the above mentioned application favorably so that formal design and construction can commence as soon as possible.

Sincerely,

A handwritten signature in cursive script, reading "Arnold Feldman". The signature is written in dark ink and is positioned below the word "Sincerely,".

Arnold Feldman, President

Pope's Hill Neighborhood Association

President

THOMAS CHENEY

Vice President

BRIAN LEAHY

Corresponding Secretary

ANN CONNELL

Recording Secretary

BARBARA McDONOUGH

Treasurer

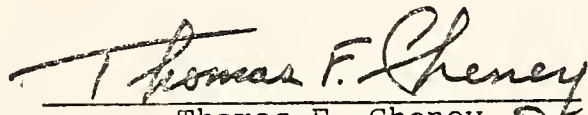
JOHN O'CONNOR

May 5, 1978

TO WHOM IT MAY CONCERN:

The Executive Board of the Pope's Hill Neighborhood Association will go on record in favor of remodeling the two apartment buildings located on Adams Street and Whitten Street for the purpose of Senior Citizens' Housing.

Very truly yours,



Thomas F. Cheney
President

Committee
to

STAY IN NEPONSET

Mr. Andrew Olins
Boston City Hall
Boston, Mass.

May 5, 1978

Dear Mr. Olins

I would like to thank you for all the effort that has been put into seeking a solution for the vacant property at 457 Adams Street in the Neponset section of Dorchester.

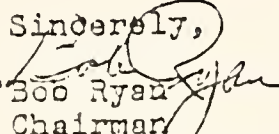
At a recent meeting of abutters to this property, Mr Ron Nayler of the Boston Redevelopment Authority explained the Neighborhood Strategy Program along with other possible options for rehabilitating this property.

I would like to inform you that much enthusiasm was shown by those in attendance for including this property in any proposals that you might submit under the Neighborhood Strategy Program. In addition the neighborhood residents were extremely anxious to include the property at 445-447 Adams Street in all proposals.

Hopefully the City of Boston will be successful in their attempts to receive Federal assistance for this project. Rehabilitation of these two buildings would be a tremendous step in strengthening the neighborhood and could be a good example of a "working partnership" in operation.

Please extend the gratitude of the Neponset community to Mr Ron Nayler of the B.R.A. for his tremendous effort on this project.

Sincerely,


Bob Ryan
Chairman

Stay In Neponset Committee

"Lets get involved"

May 1, 1918

Mr. [Name]

This letter is to support Dr. [Name] in his long and arduous fight for the colored people of this city. He is a man of great ability and has been a leader in the struggle for the rights of the colored people. He is a man of great ability and has been a leader in the struggle for the rights of the colored people. He is a man of great ability and has been a leader in the struggle for the rights of the colored people.

Sincerely,

Members - [Name] N. B. [Name] Association

[Name] [Name]

[Name] [Name]

[Name] [Name]

[Name] [Name]

[Name] [Name]

There was a short time to get
some signatures but
all the neighbors on
the street are so
for the people
Thank you

66 Whitten Street
Dorchester, Mass.
May 2, 1978

Mr. Andrew Olins
Room 312
City Hall
Boston, Massachusetts

Dear Mr. Olins:

We, residents of the St. Mark's district of Dorchester,
support the efforts of The City to secure funding for
the rehabilitation of properties located at Adams-Whitten
Streets, and Templeton-Florida Streets.

There is a great need for Elderly Housing in this area!
We feel that these properties would be ideally suited
for that purpose.

Sincerely,

Raymond F. Fallona

Mary A. Fallona

Mrs William H. Turtis 72 Whitten Street Dorchester
Mrs Thomas J. Manning 72 Whitten Street Dorchester
Jacob W. Bluemling 67 Whitten St. Dorchester
Ray E. Bluemling 67 Whitten St. Dorchester
Emil Lingertat 502 Adams St. "
Margaret O'Donohue 321 Centre St
Augustine Donohue "
Mrs Robert Lingertat 68 Whitten St. Dorchester
Mrs John Joyce 62. W. H. HEN ST DOR
Anthony Mastrogiacomo 63 W. Whitten ST Dorchester
Anthony Mastrogiacomo 63 Whitten St Dorchester
Leticia Mastrogiacomo 58 Whitten St. Dorchester
Thomas Mastrogiacomo 61 Whitten St Dorchester

continued:

Rehabilitation of properties for the Elderly,
located at Adams-Whitten and Templeton-Florida..

Mrs Edw. Lally 55 Whitten St., Dor. Ma.
 T. Feeney 15 Clement St. Dor. Ma.
 Mrs Joseph Thynn 14 Althea St. Dorchester, Ma.
 Mrs Hajfman 14 Althea St. Dorchester Ma.
 Mrs Kevin Maloney 50 Whitten St Dorchester Ma.
 Mrs Norman Farrell 45 Whitten St. Dorchester Ma.
 Mrs Thomas Gray 53 Whitten St. Dorchester, Ma.
 Mrs E. Giffitt 51 Whitten St Dorchester Ma.
 Ward J. Repen, 47 Whitten St Dorchester
 Martin Pofher 47 Whitten Dorchester
 Alvin Pofher 47 Whitten Dor.
 O'Connor 38 Whitten St. Dor. Mass-
 Boyle " " " "
 " 39 " " " "
 " " " " "
 " " " " "
 Mrs J. J. Malley 61 " "
 Mr J. Murphy 16 Carlotta St Dorchester
 Mrs David Hurtado 53 Whitten St. Dorchester
 George W. Harris 15 Whitten St. Dorchester
 Mrs Ann Mc- 69 Whitten St Dorchester
 " 61 Whitten St. Dor. Ma. 02122
 Mrs + Mrs Walter T. Osca 63 Whitten St Dor Ma 021272

